

PILOTAGE ADVISORY COMMITTEE WORKING GROUP

Proposed Amendments to the Berthing Guidelines

Purpose

The purpose of this paper is to seek members' advice and comment on the proposed amendments to the Berthing Guidelines (BGL) as attached in Annex and to launch a review on tug capability and requirements for use in ships handling and escort tasks.

Proposed Amendments

2. The proposed amendments in Annex are :-
 - (a) Chapter 1 – Index
 - (b) Chapter 4 – Berthing Remarks
 - (c) Chapter 6 - Tug Information
 - (d) Chapter 8 – Berth/Wharf/Terminal/Information,
 - (e) Chapter 12 – Berthing Guidelines by location code.

Tug Information

3. Request was received from one tug operator for updating the list of tugs. Subsequently, all tug operators listed in chapter 6 were contacted for updated information of respective fleet of tugs.

4. The proposed amendments are to update the list of tugs and associated information in Chapter 6 including deleting tug “Cheung Chau”, amending tug

“Guangzhou” and “Hai Lian”; and adding tugs “Yam O”, “Tsing Yuk”, “Hoi An”, “Hai Ba”, “Hai Hoi”, “Hoi Tai”, and “Shenyang” to the list.

5. It was noted that tug “Tsing Yuk” is rated at 2 x 600 HP with 18.7 tonnes bollard pull. Although she is slightly below the HP of 1 248 stated in chapter 3, in view of her twin screw and 18.7 tonnes of bollard pull which can produce a force in par with a grade II tug, “Tsing Yuk” is considered adequate to be listed as a Grade II tug for the purpose of handling piloted vessels.

6. Nowadays, tug capability may be more than just looking at its horse power and bollard pull as in the case of Grade I tugs or simply horse power in the case of Grade II tugs. Moreover, for some of the locations in chapter 12, pilots have remarked that “Thrusters not considered for berthing/unberthing” (to substitute a tug) which is not in line with the general remarks on transverse thruster as a substitute for tug requirement in paragraph 6 of Chapter 4.

7. In order to stay abreast with technological improvement in tug design and the actual operational requirement, it is also recommended that, as a separate exercise, the PACWG should conduct a review on capability of transverse thrusters and tugs in conjunction with requirements for use in ships handling and escort tasks.

Berth/Wharf/Terminal Information and Berthing Guidelines

8. The proposed amendments are to update chapter 1, 8 and 12 with up-to-date information in respects of the following berths:-

- (a) Chevron T/Y main berth;
- (b) Chevron T/Y No.5 berth;
- (c) Chevron T/Y No.6A berth;
- (d) Chevron T/Y LPG berth;
- (e) Esso oil terminal main berth^(*);
- (f) Esso oil terminal electric power wharf^(*);

- (g) Euro-Asia berth 1;
 - (h) Euro-Asia berth 2;
 - (i) Euro-Asia berth3P;
 - (j) Kai Tak Cruise Terminal berth 1;
 - (k) Mobil oil terminal main berth^(*); and
 - (l) Mobil oil terminal east berth^(*).
- (*) :- Subject to confirmation from terminal operator)*

9. There is also new information in respects of the following berths:-
- (a) ASB Biodiesel Terminal;
 - (b) River Trade Terminal No.4 berth; and
 - (c) River Trade Terminal No.5 berth.

Presentation

10. This paper will be presented by Mr. George YK Tang, MO/Pilotage.

Pilotage Unit

Marine Department

April 2014

Notes on Proposed Amendments to Berthing Guidelines

Item No.	Description	Amendments	Reason and Remarks (if any)
1.	Chapter 1 - **BERTHING GUIDELINES INDEX** (under Code, Location)	<p>(a) Above “BUOY, Government mooring buoy” – insert “ASB-JB, ASB Biodiesel Terminal”</p> <p>(b) Amend “CTX, Caltex T/Y main berth” to read “CVX, Chevron T/Y main berth”</p> <p>(c) Amend “CTX-5, Caltex T/Y No. 5 berth” to read “CVX-5, Chevron T/Y No. 5 berth”</p> <p>(d) Amend “CTX-6A, Caltex T/Y No. 6A berth” to read “CVX-6A, Chevron T/Y No. 6A berth”</p> <p>(e) Amend “CTX-LPG, Caltex LPG berth” to read “CVX-LPG, Chevron T/Y LPG berth”</p> <p>(f) Amend “ESSO, Esso oil terminal berth” to read “<i>subject to operator’s confirmation</i>”</p> <p>(g) Amend “ESSO-EL, Esso oil terminal electric power wharf” to read “<i>subject to operator’s confirmation</i>”</p> <p>(h) Amend “MOBIL, Mobil oil terminal main berth” to read “<i>subject to operator’s confirmation</i>” and rearrange position in alphabetical order with others.</p> <p>(i) Amend “MOBIL-E, Mobil oil terminal east berth” to read “<i>subject to operator’s confirmation</i>” and rearrange position in alphabetical order with others.</p> <p>(j) Below “RTT-2, River Trade Terminal No.2 berth”- insert “RTT-4, River Trade Terminal No.4 berth” and “RTT-5, River Trade Terminal No.5 berth”</p>	<p>To update code and name of locations; and</p> <p>To incorporate index for new berth ASB-JB, RTT-4 and RTT-5.</p>

2.	Chapter 4 – Berthing Remarks (under Vessel’s Length over all, Actual minimum Horse Power, Actual minimum Kilo Watts, Actual Kilo Newton)	In table to paragraph 6, (a) Amend last row “>350m, 3500, 2555, 263” to read “ 351-375m, 3500, 2555, 263 ” (b) Insert new row at bottom “> 375m, 4000, 2920, 301 ”	
3.	Chapter 6 – Tug Information (Under Name, HP, B.pull (tonnes) & Remarks)	<p>(a) Under Hong Kong Tug,</p> <p>(i) Delete tug “Cheung Chau, 4000, 54, Grade I”</p> <p>(ii) Insert new tug “Yam O, 5000, 71.8 Grade I” below tug “Whanpoa, 5000, 68.6, Grade I”</p> <p>(iii) Insert new tug “Tsing Yuk (*), 2 x 600, 18.7, Grade II” below tug “Yeung Chau, 4000, 54, Grade I”</p> <p>(b) Under Yiu Lian Tug,</p> <p>(i) Insert two new tugs “Hai An, 4000, 52, Grade I” and “Hai Ba, 5000, 62, Grade I” above tug “Hai Fa, 3200, 42, Grade I”</p> <p>(ii) Insert new tug “Hai Hoi, 5000, 62, Grade I” below tug “ Hai Fa, 3200, 42, Grade I”</p> <p>(iii) Insert new tug “Hai Tai, 4000, 52, Grade I” below tug “Hai Qi, 3200, 42, Grade I”</p> <p>(iv) Delete tug ”Hai Shan, 6000, 75, Grade I”</p> <p>(v) Amend tug “Hoi Lian, 4000, 52.8, Grade I” to read “Hoi Lian, 4000, 52, Grade I”</p> <p>(c) Under South China Tug</p> <p>(i) Replace existing tug “Guangzhou, 3000, 38, Grade I” with “Guangzhou, 4000, 53, Grade I”</p> <p>(ii) Insert new tug “Shenyang, 5000, 70, Grade I” below tug “Shantou, 3600, 50, Grade I”</p>	To update the fleets of Hong Kong Tug, Yiu Lian Tug and South China Tug

		(d) Add remark “ note (*) :- special consideration has been given to this tug for it has sufficient bollard pull of 18.7 tonnes while the HP is marginally rated at 1200 HP as a grade II tug.” At bottom of page.	
4.	Chapter 8 – BERTH/WHARF/TERMINAL INFORMATION (under BERTH, Draft(m), LOA(m), Direction, Length & Telephone No.)	<p>(a) Above CCEMENT, 14.0, 240, 112/292, 270, 2440 5111 24405233” – insert new line “ ASB-JB, 6.0, 85, 030/210, 63.5, -“</p> <p>(b) Amend “CTX, 12.6, 235, 162/342, 90, 2431 2428” to read “CVX, 12.6, 235, 162/342, 90, 2431 2428”</p> <p>(c) Amend “CTX-5, 3.2, 80, 035/21, 80, 2431 2428” to read “CVX-5, 3.2, 80, 035/215, 80, 2431 2428”</p> <p>(d) Amend “CTX-6A, 7.3, 110, 055/235, 50, 2431 2428” to read “CVX-6A, 7.3, 110, 055/235, 50, 2431 2428”</p> <p>(e) Amend “CTX-LPG, 6.5, 114, 072/252, 95, 2431 2428” to read “CVX-LPG, 6.5, 114, 072/252, 95, 2431 2428”</p> <p>(f) Amend “ESSO, 14.63, 274, 098/278, 255, 2902 8273” to read “ESSO, 14.63, 274, 098/278, 255, 2902 8273 2909 8277”</p> <p>(g) Amend “ESSO-EL, 14.63, 274, 098/278, 255, 2902 8273” to read “ESSO-EL, 14.63, 274, 098/278, 255, 2902 8273 2909 8277”</p> <p>(h) Amend “MOBIL, 14.6, 250, 089/269, 267, 2902 8133” to read “MOBIL, 14.6, 250, 089/269, 267, 2902 8132 2902 8133” and rearrange position in alphabetical order with others.</p> <p>(i) Amend “MOBIL-E, 14.6, 250, 089/269, 267, 2902 8133” to read “MOBIL-E, 14.6, 250, 089/269, 267, 2902 8132 2902 8133” and rearrange position in alphabetical order with others.</p> <p>(j) Below “RTT-2, 8.5, 150, 026/206, 250, 2122 7155 9728 6230” – insert two new line “RTT-4, 8.5, 170, 026/206, 240, 2122 7155 9728 6230“ and “RTT-5, 8.5, 175, 116/296, 300, 2122 7155 9728 6230”</p>	<p>To update berth/wharf/terminal information; and</p> <p>To incorporate information for new berth ASB-JB, RTT-4 and RTT-5.</p> <p>Location in blue colour are subject to operator’s confirmation.</p>

5.	Chapter 12 – berthing Guidelines **INDEX** (under Code and Location)	<p>(a) Above “Buoy, Government mooring buoy” – insert “ASB-JB, ASB Biodiesel Terminal”</p> <p>(b) Amend “CTX, Caltex T/Y main berth” to read “CVX, Chevron T/Y main berth”</p> <p>(c) Amend “CTX-5, Caltex T/Y No. 5 berth” to read “CVX-5, Chevron T/Y No. 5 berth”</p> <p>(d) Amend “CTX-6A, Caltex T/Y No. 6A berth” to read “CVX-6A, Chevron T/Y No. 6A berth”</p> <p>(e) Amend “CTX-LPG, Caltex T/Y LPG berth” to read “CVX-LPG, Chevron T/Y LPG berth”</p> <p>(f) Amend “ESSO, Esso oil terminal main berth” to read “<i>subject to operator’s confirmation</i>”</p> <p>(g) Amend “ESSO-EL, Esso oil terminal electric power wharf” to read “<i>subject to operator’s confirmation</i>”</p> <p>(h) Amend “MOBIL, MOBIL oil terminal main berth” to read “<i>subject to operator’s confirmation</i>” and rearrange position in alphabetical order with others.</p> <p>(i) Amend “MOBIL-E, Mobil oil terminal east berth” to read “<i>subject to operator’s confirmation</i>” and rearrange position in alphabetical order with others.</p> <p>(j) Below “RTT-2, River Trade Terminal No.2 berth” - insert two new line “RTT-4, River Trade Terminal No.4 berth” and “RTT-5, River Trade Terminal No.5 berth”</p>	To update index and to incorporate new berthing information.

6.	Location : ASB-JB	Insert new page for location “ASB-JB ASB Biodiesel Terminal” before location “Buoy”	To incorporate new berthing information of ASB-JB.
7.	Location : CTX	Amend heading to read “ Location : CVX Chevron T/Y main berth”	To update information.
8.	Location : CTX-5	Amend heading to read “Location : CVX-5 Chevron T/Y No. 5 berth”	To update information.
9.	Location CTX-6A	Amend heading to read “Location : CVX-6A Chevron T/Y No. 6A berth”	To update information.
10	Location : CTX-LPG	Amend heading to read “Location : CVX-LPG Chevron T/Y LPG berth”	To update information.
11.	Location : ESSO	(a) Amend Location code “Location : ESSO” to read “ <i>subject to operator’s confirmation</i> ” (b) Amend name of berth “Esso oil terminal main berth” to read “ <i>subject to operator’s confirmation</i> ”	To update information.
12.	Location : ESSO-EL	(a) Amend Location code “Location : ESSO-EL” to read “Location : “ <i>subject to operator’s confirmation</i> ” (b) Amend name of berth “Esso oil terminal electric power wharf” to read “ <i>subject to operator’s confirmation</i> ” (c) Item 010 – amend “Tug : 1” to read “ Tug : 2 (Grade II) ” (d) Item 011 – amend “Tug :1” to read “ Tug : 2 (Grade II) ”	To update information. This berth is usually used by local barges.
13.	Location : EURO-1	(a) Item 010 (i) Draft : replace “Max.8m (Min 10% UKC)” with “ Max .7.3m (Min 10% UKC)” (ii) Time : replace “No Pontoon: D&N LW to HW+2 With Pontoon: D&N LW to LW+1 & HW” with “ D&N LW to HW+2 ” (iii) Remarks : replace “(2) See General Remarks 1-3” with “ (2) See General Remarks ”	To reflect current operational need based on practical experience.

		<p>(b) Item 011</p> <ul style="list-style-type: none">(i) Draft : replace “Max.8m (Min 10% UKC)” with “Max .7.3m (Min 10% UKC)”(ii) Remarks : amend “(2) See General Remarks 1-3” to read “(2) See General Remarks” <p>(c) Item 020</p> <ul style="list-style-type: none">(i) Draft : replace “Max.8m or 9m with pontoon (Min 10% UKC)” with “Max .7.3m or 9.0m with pontoon (Min 10% UKC)”(ii) Time : replace “No Pontoon: D&N LW to HW+2 With Pontoon: D&N LW to LW+1 & HW” with “D&N LW to HW+2”(iii) Remarks : amend “(2) See General Remarks 1-3” to read “(2) See General Remarks” <p>(d) Item 021</p> <ul style="list-style-type: none">(i) Draft : replace “Max.8m or 9m with pontoon (Min 10% UKC)” with “Max .7.3m or 9m with pontoon (Min 10% UKC)”(ii) Remarks : amend “(2) See General Remarks 1-3” to read “(2) See General Remarks” <p>(e) General Remarks</p> <p>add “4) Thruster not considered for berthing / unberthing”</p> <p>(f) Add header “ON TRIAL” to this page.</p>	
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14.	Location : EURO-2	<p>(a) Item 010</p> <p>(i) Remarks : amend “(2) See General Remarks 1-3” to read “(2) See General Remarks 1-4”</p> <p>(b) Item 011</p> <p>(i) Remarks : amend “(2) See General Remarks 1-3” to read “(2) See General Remarks 1-4”</p> <p>(c) Item 020</p> <p>(i) Remarks : amend “(2) See General Remarks 2-3”to read “(2) See General Remarks 2-4”</p> <p>(d) Item 021</p> <p>(i) Time: replace “D&N LW-2 to HW+2” with “24 hrs”</p> <p>(ii) Remarks : amend “(2) See General Remarks 2-3” to read “(2) See General Remarks2-4”</p> <p>(e) Item 030</p> <p>(i) Time: replace “D&N LW to LW+1 & HW” with “D&N LW to LW+2 & HW to HW +1”</p> <p>(ii) Remarks : amend “(2) See General Remarks 2-3” to read “(2) See General Remarks2-4”</p> <p>(f) Item 031</p> <p>(i) Time: replace “D&N LW to LW+1 & HW” with “D&N LW to LW+2 & HW to HW +1”</p> <p>(ii) Remarks : amend “(2) See General Remarks 2-3” to read “(2) See General Remarks2-4”</p>	To reflect current operational need based on practical experience.
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		<p>(g) General Remarks add “4) Minimum 2 tugs for berthing / unberthing. If 3 tugs are stipulated, thruster meeting conditions required in the guidelines may be accepted to substitute one tug.”</p> <p>(h) Add header “ON TRIAL” to this page.</p>	
15.	Location : EURO-3P	<p>(a) Item 010 (i) Time : replace “D&N HW-1 to HW+2 & D&N LW+1to LW+2” with “D&N LW to HW+2”</p> <p>(b) Item 020 (i) Time : replace “D&N HW to HW+1 & D&N LW+2” with “D&N LW to HW+2”</p> <p>(c) Add header “ON TRIAL” to this page.</p>	To reflect current operational need based on practical experience.
16.	Location : KTCT-1	<p>Item 020, 021, 030, 031, 040 and 041 Amend “Draft : Max.11m (min 10% UKC)” to read “Draft : Max. 10m (min 10% UKC)” Delete “(Declared Depth: 12.0m at Turning Basin / 13.0m at Berth)” under the location.</p>	<p>To match with designed draft of the berth.</p> <p>To remove confusion.</p>
17.	Location : MOBIL	<p>(a) Amend Location code “Location : MOBIL” to read “Location : <i>subject to operator’s confirmation</i>”</p> <p>(b) Amend name of berth “Mobil oil terminal main berth” to read “<i>subject to operator’s confirmation</i>”</p> <p>(c) Rearrange position of this page in alphabetical order with other pages.</p>	To update information.

18.	Location : MOBIL-E	<p>(a) Amend Location code “Location : MOBIL-E” to read “Location : <i>subject to operator’s confirmation</i>”</p> <p>(b) Amend name of berth “Mobil oil terminal east berth” to read “<i>subject to operator’s confirmation</i>”</p> <p>(c) Rearrange position of this page in alphabetical order with other pages.</p>	To update information.
18.	Location : RTT-4 and RTT-5	Insert two new pages for location River Trade Terminal No.4 & No. 5 berths (RTT-4, RTT-5) after Location RTT-2	To incorporate new berthing information of RTT-4 and RTT-5.

Chapter	Description
1	Index
2	General remarks
3	Pilotage advisory committee
4	Berthing remarks
5	List of important telephone numbers
6	Tugs information
7	Floating docks information
8	Berth/wharf/terminal information
9	Typhoon procedure
10	Miscellaneous
11	Government mooring buoys
12	Berthing guidelines : by location code (Index)
	Berthing guidelines : by location code
13	Amendment log sheet

** BERTHING GUIDELINES INDEX **

Code	Location
ASB-JB	ASB Biodiesel Terminal
BUOY	Government mooring buoy
CCEMENT	China Cement Company (TSK)
CFT	China ferry terminal
CHT	Cruise Ship Transiting Central Harbour
CLPTSK	China light power station (TSK)
CMKEN-N	China Merchant Kennedy Town north berth
CMKEN-S	China Merchant Kennedy Town south berth
CTX CVX	Caltex Chevron T/Y main berth
CTX-5 CVX-5	Caltex Chevron T/Y No. 5 berth
CTX-6A CVX-6A	Caltex Chevron T/Y No. 6A berth
CTX-LPG CVX-LPG	Caltex Chevron T/Y LPG berth
ESSO	Esso oil terminal main berth
ESSO-EL	Esso oil terminal electric power wharf
EURO1 ,2, 3P	Euro-Asia berth 1,2 & 3P
HKELECT(N)	Lamma power station north wharf
HKELECT(S)	Lamma power station south wharf
JBDGA	Junk Bay DG anchorage
KC1,2,3,5	Kwai Chung berth 1, 2, 3 & 5
KC4	Kwai Chung berth 4
KC6	Kwai Chung berth 6
KC7	Kwai Chung berth 7
KC6/O-F	Kwai Chung berth 6 outer-foul
KC7/O-F	Kwai Chung berth 7 outer-foul
KC8, 9	Kwai Chung berth 8 & 9
KC10-12	Kwai Chung berth 10-12
KC13-14	Kwai Chung berth 13-14
KC15	Kwai Chung berth 15
KC16-19	Kwai Chung berth 16-19
KC20	Kwai Chung berth 20

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Code	Location
KEL-1	Kellett Anchorage No. 1
KEL-2	Kellett Anchorage No. 2
KEL-3	Kellett Anchorage No. 3
KTCT-1	Kai Tak Cruise Terminal berth 1
KYCA	Kau Yi Chau DG anchorage
LOP	Lok On Pai oil berth
MFT	Macau ferry terminal
MOBIL	Mobil oil terminal main berth
MOBIL-E	Mobil oil terminal east berth
MWA	Ma Wan anchorage
NLA	North Lamma anchorage
NWLA	North West Lamma anchorage
OTN	Ocean Terminal north berth
OTNO	Ocean Terminal north berth outer-foul
OTS	Ocean Terminal south berth
OTSO	Ocean Terminal south berth outer-foul
PAFF	Permanent Aviation Fuel Facility
PSSA-E	Pun Shan Shek anchorage east
PSSA-W	Pun Shan Shek anchorage west
RDGA	Reserved dangerous goods anchorage
RTT-1	River Trade Terminal No.1 berth
RTT-2	River Trade Terminal No.2 berth
RTT-4	River Trade Terminal No.4 berth
RTT-5	River Trade Terminal No.5 berth
SEATRIAL	Sea trial, compass adjustment & DF calibration
SHACHAU	Sha Chau oil terminal (TSK)
SHELL	Shell oil terminal main berth
SHELL-1E	Shell No. 1 east & west berth
SHELL-2E	Shell No. 2 & 3 east & west berth
SHELL-LPG	Shell oil terminal LPG berth
SINO-A	Sinopec T/Y main berth (A)
SINO-B	Sinopec T/Y west berth (B)
SINO-C	Sinopec T/Y east berth (C)
SINO-CW	Sinopec Chai Wan berth
SINO-3	Sinopec T/Y No. 3 berth
SLA	Anchorage South of Lamma Island
SSK-1	Sham Shui Kok Anchorage No. 1
SSK-2	Sham Shui Kok Anchorage No. 2
SWSTL	Shiu Wing steel wharf (TSK)
THA	Tolo harbour anchorage
TOW	Ship under tow
TOW-BERTH	Ship under tow to/from berth
TPGAS	Tolo harbour Town Gas wharf
TSK-MHB	Tap Shek Kok Material Handling Berth
TYD	Floating docks west of T/Y Island
URMPS/URMA	Transit Mawan – Bulker & Tanker (All vessels other than passenger & container ship)
URMPS-C/ URMA-C	Transit Mawan – Passenger & Container ship
WA-1	Western anchorage No.1
WA-2	Western anchorage No.2
WA-3	Western anchorage No.3
WQA	Western quarantine anchorage
YMTA	Yau Ma Tei anchorage
YUENFAT	Yuen Fat wharf No.2 berth

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Chapter: 3

PILOTAGE ADVISORY COMMITTEE

Ref : HQ/COM 423/1 (5)

PAC Paper No. 2/86

Guidelines on tug requirements for Kwai Chung Terminals/Oil Terminals/Bulk Terminals

1. This paper has been produced for the information of members of the PAC, following meetings of the AD HOC working group on Compulsory Pilotage, where these recommendations have been endorsed and fully supported.
2. It is recommended that the table produced in this paper should be used when agents arrange for the booking of tugs, for the towage of vessels berthing and unberthing at Kwai Chung Container Terminal. These tug requirements are to be used during normal working conditions, with the provision that it should have a flexibility on a case basis and should conditions deteriorate during inclement weather, such as in the typhoon season the addition tug requirements may be necessary.
3. Grading of tugs. Tugs mentioned in this guideline are graded as follows:-

Grade I – Locally licensed D/Z-P with horsepower:

2,600 HP or greater – for all vessel of LOA < 300m and/or Draft < 12.5m

3,600 HP or greater – for all vessel of LOA ≥ 300m and/or Draft ≥ 12.5m

Grade II – Locally licensed with horsepower at least 1,248 HP (total)

Both grade I & grade II tug should be equipped with marine VHF.

The grade of tug required in this guideline unless specified will be Grade I.

The requirement on the number of tugs under this BGL shall remain unchanged.

4. There are already in existence in Hong Kong a code of practice with certain companies owning large container vessels, to use the recommended number of tugs mentioned in the guideline and in addition request that two tugs are in attendance from the movement of the vessel from Green Island to the berth at Kwai Chung and vice versa.

5. For berthing and unberthing of large container vessels with LOA > 350m, at least one 5000HP tug should be used within the number of tugs stipulated in these guidelines.

~~5.6.~~ For tankers, it is strongly recommended that these guidelines be strictly followed. Due to the volatile and dangerous cargoes that these vessels transport, only tugs with Twin-Screw should be used for the berthing and unberthing of tankers at oil or LPG terminals.

~~6.7.~~ For all bulk and oil terminals (including CLPTSK & HKELECT), where the BGL stipulates 3 tugs are required, at least 2 tugs must be 3,600 HP each or min. 7,200 HP together (Tug 2,600HP not accepted). If 4 tugs are required, at least 2 tugs must be 3,600HP each.

... cont'd : **Chapter 4 Berthing Remarks**

- (2) CLPTSK – China Light & power (Tap Shek Kok coal wharf)
Tap Shek Kok Coal wharf – If berth is partly occupied, then berth with bow pointing to each other @ slack water (HW+2 or LW+2 to +3, but may vary with seasons). Agents to be advised that limited anchorage off berth.
- (3) TPGAS – Tai Po Town Gas berth, Tolo harbour
Town gas berth, Tolo Harbour – give warning upon typhoon signal No.1 is hoisted or likely to affect HK as per pilot’s advice.
- (4) EUROASIA wharf. Tsing Yi
 - a. VHF watch on ch.11 by berths’ supervisor. Also ch.8,9,15,17,69,72,73 and 77 are available.
 - b. Clearance from barges would be required during berthing and unberthing.
 - c. Bridge mark/light available.
- (5) Sea trial – due to the limited sea room and congest traffic flow in Hong Kong waters, sea trial will only be carried out at day light hours for safety reason. Water at West and South of Lamma Island will be a suitable location to carry out sea trial, compass adjustment and DF calibration.
- (6) Transverse thruster(s) at one end meets conditions stipulated below, not limited to, may be accepted to substitute one tug: -
 - a. It is in good working condition, such that the control button can be adjusted to full power operating position.
 - b. It can run continuously for not less than 30 minutes.
 - c. It must be totally immersed in water.
 - d. It must not be interrupted by the operation of the main engine or other auxiliary engine.
 - e. [Vessel equipped with azipods \(azimuthing propulsion\).](#)

Note: Master should consider Pilot’s recommendation to use tug even the above conditions are met, especially in adverse weather or small maneuvering area.

Vessel’s Length over all	Actual minimum Horse Power	Actual minimum Kilo Watts	Actual minimum Kilo Newton
<131m	600	438	45
131-180m	800	584	61
181-250m	1000	730	75
251-300m	2000	1460	150
301-350m	3000	2190	225
<u>>350m351-375m</u>	3500	2555	263
<u>>375m</u>	<u>4000</u>	<u>2920</u>	<u>301</u>

Chapter: 6

TUGS INFORMATION

Name	HP.	B. pull (tonnes)	Remarks
<u>Hong Kong Tug 2612 6800</u>			
Ap Chau	4000	54	Grade I
Cheung Chau	4000	54	Grade I
Hung Hom	3200	45.5	Grade I
Kau Lung	3200	45.5	Grade I
Lamma	3200	45.5	Grade I
Sha Chau	4000	54	Grade I
Sha Tin	4000	54	Grade I
Taikoo	5000	74.5	Grade I
Tai O	5000	71.8	Grade I
Tap Mun	3200	45.5	Grade I
Ting Kau	4000	54	Grade I
Yuen Kok	4000	54	Grade I
Whampoa	5000	68.6	Grade I
Yam O	5000	71.8	Grade I
Yeung Chau	4000	54	Grade I
Tsing Yuk (*)	2 x 600	18.7	Grade II
<u>Yiu Lian Tug 2497 0655 2497 0686</u>			
Hai An	4000	52	Grade I
Hai Ba	5000	62	Grade I
Hai Fa	3200	42	Grade I
Hai Hoi	5000	62	Grade I
Hai Qi	3200	42	Grade I
Hai Tai	4000	52	Grade I
Hai Tong	4000	52	Grade I
Hai Shan	6000	75	Grade I
Hai You	4000	52	Grade I
Hoi Lian	4000	52.8 52	Grade I
Yiu Lian 18	3200	42	Grade I
Yiu Lian 26	2600	35	Grade I
You Da	3200	42	Grade I
You Fa	3200	42	Grade I
<u>South China Tug 2548 5205</u>			
Guangzhou	3000 4000	38 53	Grade I
Guilin	3000	38	Grade I
Nanning	4000	55	Grade I
Shanghai	4000	55	Grade I
Shantou	3600	50	Grade I
Shenyeng	5000	70	Grade I
Shunde	4000	56	Grade I
<u>Chung Hing Tug 2549 2072 2549 0395</u>			
Chung Hing No.1 (忠興壹)	2 x 624	18	Grade II
Wallex 2 (華力二)	2 x 624	18	Grade II
<u>Kam Hung No.38 Tug 2619 6981-3</u>			
Dong Tai	1280	19	Grade II
Kam Hung 18	1500	23	Grade II
Kam Hung 28	1280	19	Grade II
Kam Hung 38	1280	19	Grade II
Kam Hung 88	1500	23	Grade II
<u>Kong Luen Tug 2540 2777 2548 8126</u>			
H.K. United 20	2 x 850	20	Grade II

note (*) :- special consideration has been given to this tug for it has sufficient bollard pull of 18.7 tonnes while the HP is marginally rated at 1200 HP as a grade II tug.

Chapter: 8

BERTH /WHARF/TERMINAL INFORMATION

BERTH	Draft(m)	LOA(m)	Direction	Length	Telephone No.
ASB-JB	6.0	85	030/210	63.5	3183 4300
CCEMENT	14.0	240	112/292	270	2440 5111 2440 5233
CFT	7.0	153	078/258	270	2738 2906
CLPTSK	16.8	280	134/314	545	2404 8402
CMKEN-N	9.5	156	070/250	170	2816 8398 9125 3298
CMKEN-S	7.0	120	070/250	140	2816 8398 9125 3298
CTX CVX	12.6	235	162/342	90	2431 2428
CTX-5 CVX-5	3.2	80	035/215	80	2431 2428
CTX-6A CVX-6A	7.3	110	055/235	50	2431 2428
CTX-LPG CVX-LPG	6.5	114	072/252	95	2431 2428
ESSO	14.63	274	098/278	255	2902 8273 2909 8277
ESSO-EL	5.5	107	098/278	30	2902 8273 2902 8277
EURO 1	9.0	165	020/200	240	2436 8222 9603 9692
EURO 2	9.5	200	020/200	280	2436 8233 9603 9692
EURO 3P	8.6	165	148/328	215	2436 8233 9603 9692
HKELECT (N)	14.6	262	170/350	290	2982 6270 2982 6274 9423 6670
HKELECT (S)	14.6	262	170/350	290	2982 6270 2982 6274 9423 6670
HUDSW dist. from f/d 80m as per HUD			008/188	250	2431 2645
KC 1-2	14.0	350	163/343	305	2115 3552
KC 3	14.0	350	163/343	305	2489 4745
KC 4	14.2	350	163/343	305	2619 7792
KC 5	14.0	350	073/253	457	2115 3552
KC 6	14.2	350	073/253	564	2619 7792
KC 7	15.0	350	073/253	564	2619 7792
KC 8	15.0	350	163/343	380	2619 7792
KC 9	15.0	350	163/343	450	2619 7792
KC 10	15.0	367	073/253	700	2619 7792
KC 11	15.0	367	073/253	338	2991 8022
KC 12	15.0	367	073/253	338	2991 8022
KC 13	15.0	350	073/253	338	2276 8137 2276 8138
KC 14	15.0	350	073/253	338	2276 8137 2276 8138
KC 15	15.0	352	163/343	350	3153 3021
KC 16	15.0	352	163/343	350	3153 3021
KC 17-18	15.0	352	163/343	350	2920 2616 2920 2645
KC 19	15.0	352	163/343	200	2920 2616 2920 2645
KC 20	15.0	310	042/222	340	2920 2616 2920 2645
KTCT-1	11.0	365	134/314	450	-
LOP	8.0	122	089/269	125	2618 0192 9369 2741
MFT	5.0	120	104/284	220	2547 4039
MOBIL	14.6	250	089/269	267	2902 8132 2902 8133
MOBIL-E	7.5	107	089/269	41	2902 8132 2902 8133
OTN	8.5	270	078/258	340	2118 8951
OTS	10.67	290	078/258	381	2118 8951
PAFF	15	280	135/315	505	2212 5720 2212 5721
RTT-1	8.5	175	116/296	200	2122 7155 9728 6230
RTT-2	8.5	150	026/206	250	2122 7155 9728 6230
RTT-4	8.5	170	026/206	240	2122 7155 9728 6230
RTT-5	8.5	175	116/296	300	2122 7155 9728 6230
SHACHAU	7.5	120	163/343	152	2613 9127 2988 6161
SHELL	14.5	245	150/330	226	2432 8704
SHELL - 1E	6.5	100	008/188	80	2432 8704
SHELL - 2E	5.5	90	008/188	75	2432 8704
SHELL-LPG	8.0	135	150/330	118	2432 8704
SINO-A	14.0	250	086/266	280	2431 3090
SINO-B	7.5	120	086/266	129	2431 3090
SINO-C	6.5	90	086/266	115	2431 3090
SINO-CW	5.0	65	172/352	70	2558 8341
SINO-3	7.5	120	124/304	>150	2431 3090
SWSTL	11.5	200	125/305	215	2618 8761
TPGAS	11.0	228	120/300	300	2666 2106 9092 1684
TSK-MHB	8.0	120	038/218	140	2404 8402
YUENFAT	6.7	153	040/220	171	

Subject to
operator's
confirmation

Subject to
operator's
confirmation

Code	Locations
ASB-JB	ASB Biodiesel Terminal (Junk Bay)
BUOY	Government mooring buoy
CCEMENT	China Cement Company (TSK)
CFT	China ferry terminal
CHT	Cruise Ship Transiting Central Harbour
CLPTSK	China light power station (TSK)
CMKEN-N	China Merchant Kennedy Town north berth
CMKEN-S	China Merchant Kennedy Town south berth
CTX CVX	Caltex Chevron T/Y main berth
CTX-5-CVX-5	Caltex Chevron T/Y No. 5 berth
CTX-6A CVX-6A	Caltex Chevron T/Y No. 6A berth
CTX-LPGCVX-LPG	Caltex Chevron T/Y LPG berth
ESSO	Esso oil terminal main berth
ESSO-EL	Esso oil terminal electric power wharf
EURO1,2, 3P	Euro-Asia berth 1,2 & 3P
HKELECT(N)	Lamma power station north wharf
HKELECT(S)	Lamma power station south wharf
JBDGA	Junk Bay DG anchorage
KC1,2,3,5	Kwai Chung berth 1, 2, 3 & 5
KC4	Kwai Chung berth 4
KC6	Kwai Chung berth 6
KC7	Kwai Chung berth 7
KC6/O-F	Kwai Chung berth 6 outer-foul
KC7/O-F	Kwai Chung berth 7 outer-foul
KC8, 9	Kwai Chung berth 8& 9
KC10-12	Kwai Chung berth 10-12
KC13-14	Kwai Chung berth 13-14
KC15	Kwai Chung berth 15
KC16-19	Kwai Chung berth 16-19
KC20	Kwai Chung berth 20
KEL-1	Kellett Anchorage No. 1
KEL-2	Kellett Anchorage No. 2
KEL-3	Kellett Anchorage No. 3
KTCT-1	Kai Tak Cruise Terminal berth 1
KYCA	Kau Yi Chau DG anchorage
LOP	Lok On Pai oil berth
MFT	Macau ferry terminal
MOBIL	Mobil oil terminal main berth
MOBIL-E	Mobil oil terminal east berth
MWA	Ma Wan anchorage
NLA	North Lamma anchorage
NWLA	North West Lamma anchorage
OTN	Ocean Terminal north berth
OTNO	Ocean Terminal north berth outer-foul

Subject to operator's confirmation

Subject to operator's confirmation

Code	Locations
OTS	Ocean Terminal south berth
OTSO	Ocean Terminal south berth outer-foul
PAFF	Permanent Aviation Fuel Facility
PSSA-E	Pun Shan Shek anchorage east
PSSA-W	Pun Shan Shek anchorage west
RDGA	Reserved dangerous goods anchorage
RTT-1	River Trade Terminal No.1 berth
RTT-2	River Trade Terminal No.2 berth
RTT-4	River Trade Terminal No.4 berth
RTT-5	River Trade Terminal No.5 berth
SEATRIAL	Sea trial, compass adjustment & DF calibration
SHACHAU	Sha Chau oil terminal (TSK)
SHELL	Shell oil terminal main berth
SHELL-1E	Shell No. 1 east & west berth
SHELL-2E	Shell No. 2 & 3 east & west berth
SHELL-LPG	Shell oil terminal LPG berth
SINO-A	Sinopec T/Y main berth (A)
SINO-B	Sinopec T/Y west berth (B)
SINO-C	Sinopec T/Y east berth (C)
SINO-CW	Sinopec Chai Wan berth
SINO-3	Sinopec T/Y No. 3 berth
SLA	Anchorage South of Lamma Island
SSK-1	Sham Shui Kok Anchorage No. 1
SSK-2	Sham Shui Kok Anchorage No. 2
SWSTL	Shiu Wing steel wharf (TSK)
THA	Tolo harbour anchorage
TOW	Ship under tow
TOW-BERTH	Ship under tow to/from berth
TPGAS	Tolo harbour Town Gas wharf
TSK-MHB	Tap Shek Kok Material Handling Berth
TYD	Floating docks west of T/Y Island
URMPS / URMA	Transit Mawan – Bulker & Tanker (All vessels other than passenger & container ship)
URMPS-C / URMA-C	Transit Mawan – Passenger & Container ship
WA-1	Western anchorage No.1
WA-2	Western anchorage No.2
WA-3	Western anchorage No.3
WQA	Western quarantine anchorage
YMTA	Yau Ma Tei anchorage
YUENFAT	Yuen Fat wharf No.2 berth

Location : ASB - JB

ASB Biodiesel Terminal (Junk Bay)

010 **Berthing** LOA: Max 85m
Draft: Max. 6m (min 10% UKC)
Time: Day light only
Tugs: 2 (Grade II)
Remarks:

011 **Unberthing** LOA: Max 85m
Draft: Max. 6m (min 10% UKC)
Time: Day light only
Tugs: 2 (Grade II)
Remarks:

General Remarks:

1. ASB-JB: Berth Length 63.5m and Berth Direction 030°/210°.
2. Thrusters not considered for berthing/unberthing.

Location : ~~CTX CVX~~**Caltex Chevron T/Y main berth**

010 **Berthing** LOA: Max 120m
Draft: Max. 8m (min 10% UKC)
Time: D&N HW-1 to HW+2 &
D&N LW to LW+3
Tugs: 2 (grade II)
Remarks: Starboard side to.

011 **Unberthing** LOA: Max 120m
Draft: Max. 8m (min 10% UKC)
Time: 24 hrs.
Tugs: 2 (grade II)
Remarks:

020 **Berthing** LOA: Max 150m
Draft: Max. 10m (min 10% UKC)
Time: D&N HW-1 to HW+2 &
D&N LW+1 to LW+2
Tugs: 2
Remarks: Starboard side to.

021 **Unberthing** LOA: Max 150m
Draft: Max. 10m (min 10% UKC)
Time: 24 hrs.
Tugs: 2
Remarks:

030 **Berthing** LOA: Max 184m
Draft: Max. 12m (min 10% UKC)
Time: D&N HW to HW+1 &
D&N LW+2
Tugs: 2. If Draft>10m 1 GI est.
Remarks: Starboard side to.

031 **Unberthing** LOA: Max 184m
Draft: Max. 12m (min 10% UKC)
Time: 24 hrs.
Tugs: 2
Remarks:

040 **Berthing** LOA: Max 220m
Draft: Max. 12.6m (min 10% UKC)
Time: D&N HW to HW+1 &
D&N LW+2
Tugs: 3 incl. 1 GI est.
Remarks: Day 1 pilot, Night 2 pilots.
Berthing at LW+2 : 2 pilots.
Starboard side to.

041 **Unberthing** LOA: Max 220m
Draft: Max. 12.6m (min 10% UKC)
Time: 24 hrs.
Tugs: 2
Remarks:

050 **Berthing** LOA: Max 235m
Draft: Max. 12.6m (min 10% UKC)
Time: D&N HW to HW+1 &
D&N LW+2
Tugs: 3 incl. 1 GI est.
Remarks: 2 pilots.
Starboard side to.

051 **Unberthing** LOA: Max 235m
Draft: Max. 12.6m (min 10% UKC)
Time: D&N HW-1 to HW+2 &
D&N LW to LW+2
Tugs: 2
Remarks:

General Remarks: Thrusters not considered for berthing/unberthing.

Berthing Guidelines

PAC endorsed on XX April 2014

Location : ~~CTX-5-CVX-5~~ **Caltex Chevron T/Y No.5 berth**

010 **Berthing** LOA: Max 80m
Draft: Max. 5.2m (min 10% UKC)
Time: 24 hrs.
Tugs: 1 (grade II)
Remarks: Max LOA 65m if no pontoon.
Max draft 3.2m if no pontoon.

011 **Unberthing** LOA: Max 80m
Draft: Max. 5.2m (min 10% UKC)
Time: 24 hrs.
Tugs: 1 (grade II)
Remarks: Max LOA 65m if no pontoon.
Max draft 3.2m if no pontoon.

Berthing Guidelines

PAC endorsed on XX April 2014

Location : ~~CTX-6A CVX-6A~~ **Caltex Chevron T/Y No.6A berth**

010 **Berthing** LOA: Max 80m
Draft: Max. 7.3m (min 10% UKC)
Time: Day any time &
Night LW to LW+3
Tugs: 1 (grade II)
Remarks: Starboard side to.
Port anchor to be used.

011 **Unberthing** LOA: Max 80m
Draft: Max. 7.3m (min 10% UKC)
Time: 24 hrs.
Tugs: 1 (grade II)
Remarks:

020 **Berthing** LOA: Max 110m
Draft: Max. 7.3m (min 10% UKC)
Time: Day any time &
Night LW to LW+3
Tugs: 2 (grade II)
Remarks: Starboard side to.
Port anchor to be used.

021 **Unberthing** LOA: Max 110m
Draft: Max. 7.3m (min 10% UKC)
Time: 24 hrs.
Tugs: 1 (grade II)
Remarks: 2 (grade II) if no anchor down.

Berthing Guidelines

PAC endorsed on XX April 2014

Location : ~~CTX-LPG CVX-LPG~~ **Caltex Chevron** T/Y LPG berth

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

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:

020 **Berthing** LOA: Max 114m
Draft: Max. 6.5m (min 10% UKC)
Time: Day LW to LW+2
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.

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 Remarks: Thrusters not considered for berthing/unberthing.

Location : ESSO **Esso-oil-terminal-main-berth**
(Subject to operator's confirmation)

010 **Berthing** LOA: Max 120m
Draft: Max. 8m (min 10% UKC)
Time: 24 hrs.
Tugs: 2 (grade II)
Remarks: Port side to.

011 **Unberthing** LOA: Max 120m
Draft: Max. 8m (min 10% UKC)
Time: 24 hrs.
Tugs: 2 (grade II)
Remarks:

020 **Berthing** LOA: Max 150m
Draft: Max. 10m (min 10% UKC)
Time: 24 hrs.
Tugs: 2
Remarks: Port side to.

021 **Unberthing** LOA: Max 150m
Draft: Max. 10m (min 10% UKC)
Time: 24 hrs.
Tugs: 2
Remarks:

030 **Berthing** LOA: Max 184m
Draft: Max. 12m (min 10% UKC)
Time: 24 hrs.
Tugs: 2. If Draft>10m 1 GI est.
Remarks: Port side to.

031 **Unberthing** LOA: Max 184m
Draft: Max. 12m (min 10% UKC)
Time: 24 hrs.
Tugs: 2
Remarks:

040 **Berthing** LOA: Max 220m
Draft: Max. 13m (min 10% UKC)
Time: Draft≤10m 24hrs.
 Draft>10m, D&N HW-1 to
 HW+1 & D&N LW to LW+1
Tugs: 3 incl. 1 GI est.
Remarks: Day 1 pilot, Night 2 pilots.
 Berthing at LW to LW+1 : 2
 pilots.
 Port side to.

041 **Unberthing** LOA: Max 220m
Draft: Max. 13m (min 10% UKC)
Time: 24 hrs.
Tugs: 2
Remarks:

050 **Berthing** LOA: Max 250m
Draft: Max. 14m (min 10% UKC)
Time: D&N HW-1 to HW+1 &
 D&N LW to LW+1
Tugs: 4 incl. 1 GI est.
 If Draft<13m 3 incl. 1 GI est.
Remarks: 2 pilots. Port side to.

051 **Unberthing** LOA: Max 250m
Draft: Max. 14m (min 10% UKC)
Time: 24 hrs.
Tugs: 2
Remarks:

060 **Berthing** LOA: Max 274m
Draft: Max. 14.63m (min 10% UKC)
Time: D&N HW to HW+1
 (Jun.-Sept.: HW-0.5)
Tugs: 4 incl. 1 GI est.
Remarks: 2 pilots. Port side to.

061 **Unberthing** LOA: Max 274m
Draft: Max. 14.63m (min 10% UKC)
Time: 24 hrs.
Tugs: 3
Remarks:

General Remarks: Thrusters not considered for berthing/unberthing.

Berthing Guidelines

PAC endorsed on XX April 2014

Location : ~~ESSO-EL~~ **Esso oil terminal electric power wharf**

(Subject to operator's confirmation)

010 **Berthing** LOA: Max 107m
Draft: Max. 5.5m (min 10% UKC)
Time: Day light only
Tugs: **+ 2 (Grade II)**
Remarks: Port side to.

011 **Unberthing** LOA: Max 107m
Draft: Max. 5.5m (min 10% UKC)
Time: 24 hrs.
Tugs: **+ 2 (Grade II)**
Remarks:

Location : ~~MOBIL~~ **Mobil oil terminal-main berth**

(Subject to operator's confirmation)

010 **Berthing** LOA: Max 120m
Draft: Max. 8m (min 10% UKC)
Time: 24 hrs.
Tugs: 2 (grade II)
Remarks:

011 **Unberthing** LOA: Max 120m
Draft: Max. 8m (min 10% UKC)
Time: 24 hrs.
Tugs: 2 (grade II)
Remarks:

020 **Berthing** LOA: Max 150m
Draft: Max. 10m (min 10% UKC)
Time: D&N HW-1 to HW+2 &
D&N LW-2 to LW+1
Tugs: 2
Remarks: Port side to.

021 **Unberthing** LOA: Max 150m
Draft: Max. 10m (min 10% UKC)
Time: 24 hrs.
Tugs: 2
Remarks:

030 **Berthing** LOA: Max 184m
Draft: Max. 12m (min 10% UKC)
Time: D&N HW to HW+1 &
D&N LW to LW+1
Tugs: 2. If Draft>10m 1 GI est.
Remarks: Port side to.

031 **Unberthing** LOA: Max 184m
Draft: Max. 12m (min 10% UKC)
Time: 24 hrs.
Tugs: 2
Remarks:

040 **Berthing** LOA: Max 220m
Draft: Max. 13m (min 10% UKC)
Time: D&N HW to HW+1 &
D&N LW to LW+1
Tugs: 3 incl. 1 GI est.
Remarks: Day 1 pilot, Night 2 pilots.
Berthing at LW to LW+1 : 2
pilots.
Port side to.

041 **Unberthing** LOA: Max 220m
Draft: Max. 13m (min 10% UKC)
Time: 24 hrs.
Tugs: 2
Remarks:

050 **Berthing** LOA: Max 250m
Draft: Max. 14.6m (min 10% UKC)
Time: D&N HW to HW+1 &
D&N LW to LW+1
Tugs: 4 incl. 1 GI est.
If Draft<13m 3 incl. 1 GI est.
Remarks: 2 pilots.
Port side to.

051 **Unberthing** LOA: Max 250m
Draft: Max. 14.6m (min 10% UKC)
Time: 24 hrs.
Tugs: 2
Remarks:

General Remarks: Thrusters not considered for berthing/unberthing.

Location : ~~MOBILE~~ **Mobil oil terminal east berth**

(Subject to operator's confirmation)

010 **Berthing** LOA: Max 107m
Draft: Max. 7.5m (min 10% UKC)
Time: Day light only
Tugs: 2 (grade II) or 2 short (grade I)
Remarks: Port side to.

011 **Unberthing** LOA: Max 107m
Draft: Max. 7.5m (min 10% UKC)
Time: 24 hrs.
Tugs: 2 (grade II) or 2 short (grade I)
Remarks:

ON TRIAL

Location : EURO-1

Euro-Asia berth 1

010 **Berthing** LOA: Max 150m
Draft: ~~Max. 8m~~ 7.3m (min 10% UKC)
Time: ~~No Pontoon: D&N LW to HW+2~~
~~With Pontoon: D&N LW to~~
~~LW+1 & HW~~
D&N LW to HW+2
Tugs: 2
Remarks: (1) Starboard side to
(2) See General Remarks 1-3

011 **Unberthing** LOA: Max 150m
Draft: ~~Max. 8m~~ 7.3m (min 10% UKC)
Time: 24 hrs.
Tugs: 2
Remarks: (1) Starboard side to
(2) See General Remarks 1-3

020 **Berthing** LOA: Max 165m
Draft: ~~Max. 8m~~ 7.3m or 9.0m with
pontoon (min 10% UKC)
Time: ~~No Pontoon: D&N LW to HW+2~~
~~With Pontoon: D&N LW to~~
~~LW+1 & HW~~
D&N LW to HW+2
Tugs: 2
Remarks: (1) Starboard side to
(2) See General Remarks 1-3

021 **Unberthing** LOA: Max 165m
Draft: ~~Max. 8m~~ 7.3m or 9.0m with
pontoon
(min 10% UKC)
Time: D&N LW-2 to HW+2
Tugs: 2
Remarks: (1) Starboard side to
(2) See General Remarks 1-3

General Remarks:

- 1) No outer-fouling.
- 2) Entrance and dock inshore side should be clear of obstructions. No coasters and barges should be anchored outside and south of the terminal.
- 3) All coaster and barge traffic within terminal area should be under terminal's control.
- 4) Thrusters not considered for berthing / unberthing.

ON TRIAL

Location : EURO-2

Euro-Asia berth 2

010 **Berthing** LOA: Max 150m
Draft: Max. 8m (min 10% UKC)
Time: D&N LW to HW+2
Tugs: 2
Remarks: (1) Starboard side to
(2) See General Remarks 1- 3 4

011 **Unberthing** LOA: Max 150m
Draft: Max. 8m (min 10% UKC)
Time: 24 hrs.
Tugs: 2
Remarks: (1) Starboard side to
(2) See General Remarks 1- 3 4

020 **Berthing** LOA: Max 165m
Draft: Max. 8m or 9.5m with pontoon
(min 10% UKC)
Time: D&N LW to HW+2

Tugs: 2
Remarks: (1) Starboard side to
(2) See General Remarks 2- 3 4

021 **Unberthing** LOA: Max 165m
Draft: Max. 8m or 9.5m with pontoon
(min 10% UKC)
Time: ~~D&N LW to HW+2~~
24 hrs
Tugs: 2
Remarks: (1) Starboard side to
(2) See General Remarks 2- 3 4

030 **Berthing** LOA: Max 200m
Draft: Max. 8m or 9.5m with pontoon
(min 10% UKC)
Time: ~~D&N LW to LW+1 & HW~~
D&N LW to LW+2 & HW to
HW+1

Tugs: 3
Remarks: (1) Starboard side to
(2) See General Remarks 2- 3 4

031 **Unberthing** LOA: Max 200m
Draft: Max. 8m or 9.5m with pontoon
(min 10% UKC)
Time: ~~D&N LW to LW+1 & HW~~
D&N LW to LW+2 & HW to
HW+1

Tugs: 2
Remarks: (1) Starboard side to
(2) See General Remarks 2- 3 4

General Remarks:

- 1) Port side to permissible for outer end only.
- 2) Entrance and dock inshore side should be clear of obstructions. No coasters and barges should be anchored outside and south of the terminal.
- 3) All coaster and barge traffic within terminal area should be under terminal's control.
- 4) **Minimum 2 tugs for berthing / unberthing. If 3 tugs are stipulated, thruster meeting conditions required in the guidelines may be accepted to substitute one tug.**

ON TRIAL

Location : EURO-3P

Euro-Asia berth 3P

010	Berthing	LOA: Max 150m	011	Unberthing	LOA: Max 150m
Draft:	Max. 8.6m with pontoon (min 10% UKC)		Draft:	Max. 8.6m with pontoon (min 10% UKC)	
Time:	D&N HW 1 to HW+2 & D&N LW+1 to LW+2 D&N LW to HW+2		Time:	24 hrs.	
Tugs:	2		Tugs:	2	
Remarks:	See General Remarks		Remarks:	See General Remarks	
020	Berthing	LOA: Max 165m	021	Unberthing	LOA: Max 165m
Draft:	Max. 8.6m with pontoon (min 10% UKC)		Draft:	Max. 8.6m with pontoon (min 10% UKC)	
Time:	D&N HW to HW+1 & D&N LW+2 D&N LW to HW+2		Time:	24 hrs.	
Tugs:	2		Tugs:	2	
Remarks:	See General Remarks		Remarks:	See General Remarks	

General Remarks:

- 1) Berth must be with pontoon.
- 2) Thrusters not considered for berthing / unberthing.
- 3) Mooring / guard boat employed by agents for mooring operations and traffic control.
- 4) A minimum of 25 meters fore and aft clearance should be allowed during berthing and unberthing operations.
- 5) No coasters and barges should be allowed to anchor in the approaching channel of the terminal.
- 6) All coaster and barge traffic within terminal area should be under terminal's control.

ON TRIAL

Location : KC8,9

Kwai Chung berth 8 & 9*(Declared Depth 15.5m)*

010 **Berthing** LOA: Max 130m
Draft: Max. 15.0m + tide – 10% UKC
Time: 24 hrs.
Tugs: 1, 2 if D>8m.
Remarks: Ro-Ro vessel 2 tugs if adverse weather.

011 **Unberthing** LOA: Max 130m
Draft: Max. 15.0m + tide – 10% UKC
Time: 24 hrs.
Tugs: 1, 2 if no anchor down.
Remarks: Ro-Ro vessel 2 tugs if adverse weather.

020 **Berthing** LOA: Max 230m
Draft: Max. 15.0m + tide – 10% UKC
Time: 24 hrs.
Tugs: 2
Remarks:

021 **Unberthing** LOA: Max 230m
Draft: Max. 15.0m + tide – 10% UKC
Time: 24 hrs.
Tugs: 2
Remarks:

030 **Berthing** LOA: Max 270m
Draft: Max. 15.0m + tide – 10% UKC
Time: 24 hrs.
Tugs: 2 incl. 1 GI est. if no bow thruster.
1 if bow & stern thrusters fitted.

031 **Unberthing** LOA: Max 270m
Draft: Max. 15.0m + tide – 10% UKC
Time: 24 hrs.
Tugs: 2, 1 if bow & stern thrusters fitted.

Remarks:**Remarks:**

040 **Berthing** LOA: Max 340m
Draft: Max. 15.0m + tide – 10% UKC
Time: 24 hrs.
Tugs: 3 incl. 1 GI est. if no bow thruster.
1 if bow & stern thrusters fitted.

041 **Unberthing** LOA: Max 340m
Draft: Max. 15.0m + tide – 10% UKC
Time: 24 hrs.
Tugs: 2.
1 if bow & stern thrusters fitted.

Remarks:**Remarks:**

050 **Berthing** LOA: Max ~~410~~367m
Draft: Max. 15.0m + tide – 10% UKC
Time: 24 hrs.
Tugs: 3 incl. 1 GI est. if no bow thruster.
2 if bow & stern thrusters fitted.
D>13.0m, 4 incl. 1 GI est. if no bow thruster.

051 **Unberthing** LOA: Max ~~410m~~367m
Draft: Max. 15.0m + tide – 10% UKC
Time: 24 hrs.
Tugs:

~~LOA>340m & ≤367m~~, 2, 1 if bow & stern thrusters fitted.

~~LOA>340m & ≤367m & D>13.0m~~, 3, 2 if bow & stern thrusters fitted.

~~LOA>367m, 3, 2 if bow & stern thrusters fitted.~~

Remarks:**Remarks:**

Location : KC8,9

Kwai Chung berth 8 & 9

(Declared Depth 15.5m)

060 **Berthing** LOA: Max 410m

061 **Unberthing** LOA: Max 410m

Draft: Max. 15.0m + tide – 10% UKC

Draft: Max. 15.0m + tide – 10% UKC

Time: 24 hrs.

Time: 24 hrs.

Tugs: 4 incl. 1 GI est. if no bow thruster.

Tugs: 4.

~~D>14.0m, 5 incl. 1 GI est. if no bow thruster.~~

Remarks:

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>367m, minimum fore and aft clearance at each end is 45m.

ON TRIAL

Location: KC16-19

Kwai Chung berth 16-19

(Declared Depth 15.5 m)

010 **Berthing** LOA: Max 130m
Draft: Max. 15.0m + tide – 10% UKC
Time: 24 hrs.
Tugs: 1. 2 if D>8m.
Remarks:

011 **Unberthing** LOA: Max 130m
Draft: Max. 15.0m + tide – 10% UKC
Time: 24 hrs.
Tugs: 1. 2 if no anchor down.
Remarks:

020 **Berthing** LOA: Max 230m
Draft: Max. 15.0m + tide – 10% UKC
Time: 24 hrs.
Tugs: 2
Remarks:

021 **Unberthing** LOA: Max 230m
Draft: Max. 15.0m + tide – 10% UKC
Time: 24 hrs.
Tugs: 2
Remarks:

030 **Berthing** LOA: Max 270m
Draft: Max. 15.0m + tide – 10% UKC
Time: 24 hrs.
Tugs: 2 incl. 1 GI est. if no bow thruster.
1 if bow & stern thrusters fitted.
Remarks:

031 **Unberthing** LOA: Max 270m
Draft: Max. 15.0m + tide – 10% UKC
Time: 24 hrs.
Tugs: 2.
1 if bow & stern thrusters fitted.
Remarks:

040 **Berthing** LOA: Max 340m
Draft: Max. 15.0m + tide – 10% UKC
Time: 24 hrs.
Tugs: 3 incl. 1 GI est. if no bow thruster.
1 if bow & stern thrusters fitted.
Remarks:

041 **Unberthing** LOA: Max 340m
Draft: Max. 15.0m + tide – 10% UKC
Time: 24 hrs.
Tugs: 2.
1 if bow & stern thrusters fitted.
Remarks:

050 **Berthing** LOA: Max ~~367~~⁴¹⁰m
Draft: Max. 15.0m + tide – 10% UKC
Time: 24 hrs.
Tugs: 3 incl. 1 GI est. if no bow thruster.
2 if bow & stern thrusters fitted.
D>13.0m, 4 incl. 1 GI est. if no bow thruster.
Remarks:

051 **Unberthing** LOA: Max ~~367~~⁴¹⁰m
Draft: Max. 15.0m + tide – 10% UKC
Time: 24 hrs.
Tugs: ~~LOA>340m & ≤367m~~, 2, 1 if bow & stern thrusters fitted.
~~LOA>340m & ≤367m &~~
D>13.0m, 3, 2 if bow & stern thrusters fitted.
~~LOA>367m, 3, 2 if bow & stern thrusters fitted.~~
Remarks:

Berthing Guidelines2012 Revised on 11 April 2014*PAC endorsed on 18 May 2012 For trial from 9 July*Location : KC16-19**Kwai Chung berth 16-19***(Declared Depth 15.5m)*060 **Berthing** LOA: Max 410m**Draft:** Max. 15.0m + tide – 10% UKC**Time:** 24 hrs.**Tugs:** 4 incl. 1 GI est. if no bow thruster.
~~D > 14.0m, 5 incl. 1 GI est. if no~~
~~bow thruster.~~**Remarks:**061 **Unberthing** LOA: Max 410m**Draft:** Max. 15.0m + tide – 10% UKC**Time:** 24 hrs.**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. Berthing: LOA > 130m swing around &/or Wedge-in minimum 2 tugs.
4. LOA > 367m, minimum fore and aft clearance at each end is 45m.
5. For Maersk Triple E or similar design, 2 escort tugs to/from GI are required during the on trial period.

ON TRIAL

Location : KTCT-1

Kai Tak Cruise Terminal Berth 1

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. ~~11~~ 10 m (min 10% UKC)
Time: 24 hrs.
Tugs: 2. If D>10m incl.1 TCS4 est.
Remarks:

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

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

040 **Berthing** LOA: Max 365m
Draft: Max. ~~11~~ 10 m (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. ~~11~~ 10 m (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.

On Trial

Location : RTT-4

River Trade Terminal No. 4 berth

010 **Berthing** LOA: Max 130m
Draft: Max. 8.5m (min 10% UKC)
Time: D&N @ berth
 HW-1 to HW+2
 LW-1 to LW+2
Tugs: 2
Remarks: Port side to only.
 No outer-foul.
 RTT-1 single bank only & RTT-2
 must be vacant.

011 **Unberthing** LOA: Max 130m
Draft: Max. 8.5m (min 10% UKC)
Time: D&N @ berth
 HW-1 to HW+2
 LW-1 to LW+2
Tugs: 2
Remarks: No outer-foul.
 RTT-1 single bank only & RTT-2
 must be vacant.

020 **Berthing** LOA: Max 150m
Draft: Max. 8.5m (min 10% UKC)
Time: D&N @ berth
 HW-1 to HW+2
 LW-1 to LW+2
Tugs: 2
Remarks: Port side to only.
 No outer-foul.
 RTT-1 single bank only & RTT-2
 must be vacant.

021 **Unberthing** LOA: Max 150m
Draft: Max. 8.5m (min 10% UKC)
Time: D&N @ berth
 HW-1 to HW+2
 LW-1 to LW+2
Tugs: 2
Remarks: No outer-foul.
 RTT-1 single bank only & RTT-2
 must be vacant.

030 **Berthing** LOA: Max 170m
Draft: Max. 8.5m (min 10% UKC)
Time: D&N @ berth
 HW-1 to HW+2
 LW-1 to LW+2
Tugs: 2
Remarks: Port side to only.
 No outer-foul.
 RTT-1 single bank only & RTT-2
 must be vacant.

031 **Unberthing** LOA: Max 170m
Draft: Max. 8.5m (min 10% UKC)
Time: D&N @ berth
 HW-1 to HW+2
 LW-1 to LW+2
Tugs: 2
Remarks: No outer-foul.
 RTT-1 single bank only & RTT-2
 must be vacant.

General Remarks:

1. RTT-4 berth length is 240m, distance between RTT- 2 & RTT-4 is 150m.
2. Thrusters not considered for berthing/unberthing.
3. No outer-foul = During berthing/unberthing operation at this berth, no barge or coaster shall occupy the same berth.
4. Passage to/from RTT-4 berth must be cleared of traffic during berthing/unberthing operation.
5. Berthing/unberthing operation shall be postponed when wind force in the area is greater than 21 knots, and/or strong monsoon signal is hoisted, and/or typhoon signal No. 3 is hoisted, whichever is applicable.
6. For berthing order:
 NC POB + 1 hr 45 mins = Time @ berth
 URMPS POB + 1 hr = Time @ berth
7. Berthing/unberthing window is subject to review during on trial period.

On Trial

Location : RTT-5

River Trade Terminal No. 5 berth

010 **Berthing** LOA: Max 130m
Draft: Max. 8.5m (min 10% UKC)
Time: D&N @ berth
 HW-1 to HW+2
 LW-1 to LW+2
Tugs: 2
Remarks: Starboard side to only.
 No outer-foul.
 RTT-1 single bank only.

011 **Unberthing** LOA: Max 130m
Draft: Max. 8.5m (min 10% UKC)
Time: D&N @ berth
 HW-1 to HW+2
 LW-1 to LW+2
Tugs: 2
Remarks: No outer-foul.
 RTT-1 single bank only.

020 **Berthing** LOA: Max 175m
Draft: Max. 8.5m (min 10% UKC)
Time: D&N @ berth
 HW-1 to HW+2
 LW-1 to LW+2
Tugs: 2
Remarks: Starboard side to only.
 No outer-foul.
 RTT-1 single bank only.

021 **Unberthing** LOA: Max 175m
Draft: Max. 8.5m (min 10% UKC)
Time: D&N @ berth
 HW-1 to HW+2
 LW-1 to LW+2
Tugs: 2
Remarks: No outer-foul.
 RTT-1 single bank only.

General Remarks:

1. RTT-5 berth length is 300m, distance between RTT-5 & breakwater is 177m.
2. Thrusters not considered for berthing/unberthing.
3. No outer-foul = During berthing/unberthing operation at this berth, no barge or coaster shall occupy the same berth.
4. Passage to/from RTT-5 berth must be cleared of traffic during berthing/unberthing operation.
5. Berthing/unberthing operation shall be postponed when wind force in the area is greater than 21 knots, and/or strong monsoon signal is hoisted, and/or typhoon signal No. 3 is hoisted, whichever is applicable.
6. For berthing order:
 NC POB + 1 hr 45 mins = Time @ berth
 URMPS POB + 1 hr = Time @ berth
7. Berthing/unberthing window is subject to review during the trial period.