

**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 shown in Annexes.

**Proposed Amendments**

2. The proposed amendments are 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.

**Presentation**

3. This paper will be presented by Mr. George Y.K. Tang, Marine Officer, Pilotage.

**Pilotage Unit**

**Marine Department**

**May 2015**

**Annex I to PACWG Paper No. 1/2015**

**Notes on Proposed Amendments to Berthing Guidelines**

<b>Item No.</b>	<b>Description</b>	<b>Amendments</b>	<b>Reason and Remarks (if any)</b>
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"> <li>● Blocking of propagation path of radio signals has been resolved.</li> <li>● To remove restriction on port side to only.</li> </ul>
		(b) Insert new remark 4 “ <b>Minimum fore and aft clearances are 40m.</b> ”	To ensure safe berthing and mooring.
2.	Chapter 12 – Location KC6/O-F	(c) Item 010 – add remark “ <b>Thrusters not considered if stern in.</b> ”	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 “ <b>Thrusters not considered if stern in.</b> ”	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	(a) Add header “ON TRIAL” to this page; (b) Insert new items 070 and 071 as follow :-	<ul style="list-style-type: none"> <li>● To update information and reflect current operational need</li> </ul>

		<p>070 <b>Berthing</b> LOA: Max 400m  <b>Draft:</b> Max. 15.0m + tide – 10%UKC  <b>Time:</b> D&amp;N LW+1 to HW+2.  <b>Tugs:</b> 4 incl. 1 GI est. if no bow thruster. D&gt;12.5m, 5 incl. 1 GI est. if no bow thruster, 4 if one 5000HP tug is used.  <b>Remarks:</b> Starboard side to.</p>	<p>071 <b>Unberthing</b> LOA: Max 400m  <b>Draft:</b> Max. 15.0m + tide – 10%UKC  <b>Time:</b> D&amp;N LW+1 to HW+2.  <b>Tugs:</b> 4.  <b>Remarks:</b></p>	<p>based on practical experience.</p> <ul style="list-style-type: none"> <li>● Additional tug requirement for LOA Max 400m with a choice of using 5000HP tug.</li> </ul>
5.	Chapter 12 – Location SLA	<p>(c)  Item 010 and 011,  (a) Amend “LOA: Max 350m” to read “LOA: Max <b>400m</b>”  (b) Amend “Draft: Max 16.8m(min 10% UKC)” to read “Draft: Max <b>18.0m</b> (Min <b>15%</b> UKC)”</p>		<ul style="list-style-type: none"> <li>● Draft revised to maintain minimum UKC of 15% for safety.</li> <li>● LOA revised to meet port operation need.</li> </ul>

## 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.

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

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)*

<p>010     <b>Berthing</b>     LOA: Max 130m  <b>Draft:</b>   Max. 15.0m + tide – 10%UKC  <b>Time:</b>    24 hrs.  <b>Tugs:</b>     1, 2 if D&gt;8m.  <b>Remarks:</b> Ro-Ro vessel 2 tugs if adverse weather.</p>	<p>011     <b>Unberthing</b>   LOA: Max 130m  <b>Draft:</b>   Max. 15.0m + tide – 10%UKC  <b>Time:</b>    24 hrs.  <b>Tugs:</b>     1, 2 if no anchor down.  <b>Remarks:</b> Ro-Ro vessel 2 tugs if adverse weather.</p>
<p>020     <b>Berthing</b>     LOA: Max 230m  <b>Draft:</b>   Max. 15.0m + tide – 10%UKC  <b>Time:</b>    24 hrs.  <b>Tugs:</b>     2  <b>Remarks:</b></p>	<p>021     <b>Unberthing</b>   LOA: Max 230m  <b>Draft:</b>   Max. 15.0m + tide – 10%UKC  <b>Time:</b>    24 hrs.  <b>Tugs:</b>     2  <b>Remarks:</b></p>
<p>030     <b>Berthing</b>     LOA: Max 270m  <b>Draft:</b>   Max. 15.0m + tide – 10%UKC  <b>Time:</b>    24 hrs.  <b>Tugs:</b>     2 incl. 1 GI est. if no bow thruster.             1 if bow &amp; stern thrusters fitted.  <b>Remarks:</b> Stern in 3 tugs.</p>	<p>031     <b>Unberthing</b>   LOA: Max 270m  <b>Draft:</b>   Max. 15.0m + tide – 10%UKC  <b>Time:</b>    24 hrs.  <b>Tugs:</b>     2, 1 if bow &amp; stern thrusters fitted.  <b>Remarks:</b></p>
<p>040     <b>Berthing</b>     LOA: Max 300m  <b>Draft:</b>   Max. 15.0m + tide – 10%UKC  <b>Time:</b>    24 hrs.  <b>Tugs:</b>     3 incl. 1 GI est. if no bow thruster.             1 if bow &amp; stern thrusters fitted.  <b>Remarks:</b> Stern in 3 tugs.</p>	<p>041     <b>Unberthing</b>   LOA: Max 300m  <b>Draft:</b>   Max. 15.0m + tide – 10%UKC  <b>Time:</b>    24 hrs.  <b>Tugs:</b>     2, 1 if bow &amp; stern thrusters fitted.  <b>Remarks:</b></p>
<p>050     <b>Berthing</b>     LOA: Max 340m  <b>Draft:</b>   Max. 15.0m + tide – 10%UKC  <b>Time:</b>    24 hrs.  <b>Tugs:</b>     3 incl. 1 GI est. if no bow thruster.             1 if bow &amp; stern thrusters fitted.  <b>Remarks:</b> Stern in 3 tugs.</p>	<p>051     <b>Unberthing</b>   LOA: Max 340m  <b>Draft:</b>   Max. 15.0m + tide – 10%UKC  <b>Time:</b>    24 hrs.  <b>Tugs:</b>     2, 1 if bow &amp; stern thrusters fitted.             D&gt;12.5m, 3, 1 if bow &amp; stern thrusters fitted.  <b>Remarks:</b></p>

**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	<b>To anchorage</b>	LOA: Max <del>350m</del> 400m	011	<b>From anchorage</b>	LOA: Max <del>350m</del> 400m
<b>Draft:</b>	Max. <del>16.8m</del> 18.0m (min <del>10%</del> 15% UKC)		<b>Draft:</b>	Max. <del>16.8m</del> 18.0m (min <del>10%</del> 15% UKC)	
<b>Time:</b>	24 hrs.		<b>Time:</b>	24 hrs.	
<b>Tugs:</b>	1		<b>Tugs:</b>	1	
<b>Remarks:</b>			<b>Remarks:</b>		