

PILOTAGE ADVISORY COMMITTEE

Proposed Amendments to the Berthing guidelines

Purpose

The purpose of this paper is to seek members' endorsement on the amendments to the Berthing Guidelines as attached at the Annex.

Background

2. The proposed amendments as stated in the Annex are:
 - a) to update the information and records of the individually affected berths and government mooring buoys concerned, due to change of water depths;
 - b) to add an emergency call-station to the "List of Important Telephone Numbers";
 - c) to add information on the recent establishment of two Class A government mooring buoys, A79 and A80, in the water at Sham Shui Kok, to the north of Lantau Island;

Consultation

3. The paper, as PACWG Paper No. 2/2005, was circulated and endorsed by all PAC Working Group members in September 2005.

Recommendation

4. Members are recommended to endorse the proposed amendments.

*Marine Department
1 November 2005*

Notes on Proposed Amendments to Berthing Guidelines

Item No.	Description	Amendments	Reason and Remarks (if any)	
1.	Chapter 1 – Index (under Berthing Guidelines Index - Code and Location)	(a) KC7,8 (b) Code KC9	(a) Delete “,8” from Code KC7,8; and delete “& 8” under Location respectively. (b) Add “, 8” and “8 &” before 9 under Code and Location respectively.	Consequential to change of guideline texts, as the declared depth of KC8 has been increased to 15.5m and fall in line with KC9.
2.	Chapter 4 – Berthing Remarks, paragraph d. (under Berth No. and *Depth @berth)	(a) KC 7 & 8 (b) KC 9	(a) Delete “& 8” under Berth No. (b) Add “8 &” before 9. And, on the same line, change 15.0m to 15.5m	Same as above.
3.	Chapter 5 – List of Important Telephone Nos.	Under para.2 “Emergency”	Add “Tolo Channel Anti-smuggling Boom 2603 4052” at the end of para. 2	New call-station and telephone No. to be added.
4.	Chapter 9 – Typhoon Procedure	(a) Under “... signal No. 1 is hoisted”, sub-para. 2 (b) Under “... Signal No. 1 is hoisted”, sub-para.3	(a) Add “,SWSTL” after TSK CCC, in sub-paragraph 2. (b) Delete the whole sub- paragraph 3; and renumber the following sub-paragraph to 3.	New Location to be added to Berthing Guidelines. Obsolete.

Note : Please refer to the attached Items 1-7 for details of the proposed amendments.

	Chapter 9 – Typhoon Procedure (cont’d)	<p>(c) Under “...Signal No. 3 is hoisted”, sub-para.2</p> <p>(d) Under “... Signal No. 3 is hoisted”, sub-para. 3</p> <p>(e) Under “... signal No. 3 is hoisted”, new sub-para.3, 6th line</p>	<p>(c) Add “,SWSTL and Lamma PST” after TSK CCC, in sub-para.2</p> <p>(d) Delete the whole sub- sub-paragraph 3; and renumber the following sub-paragraph to 3.</p> <p>(e) Replace “may” by “could” in the 6th line.</p>	<p>New location to be added to Berthing Guidelines.</p> <p>Obsolete.</p> <p>Housekeeping of English.</p>																
5	Chapter 11 – Government Mooring Buoys, Draft Change	<p>(a) Buoy A29</p> <p>(b) Buoy A38</p> <p>(c) Buoy A39</p>	<p><u>Draft</u></p> <p>(a) Replace 9.8 by 9.0</p> <p>(b) Replace 7.2 by 6.4</p> <p>(c) Replace 8.4 to 7.4</p>	Due to the draft (waterdepth at the buoys) have changed.																
5A.	Chapter 11-Government Mooring Buoys	<p>(d) Buoy A79</p> <p>(e) Buoy A80</p>	<table border="0"> <thead> <tr> <th></th> <th><u>BUOY</u></th> <th><u>LOA</u></th> <th><u>Draft</u></th> </tr> </thead> <tbody> <tr> <td>(d) Add</td> <td>A79</td> <td>183</td> <td>9.0</td> </tr> <tr> <td>(e) Add</td> <td>A80</td> <td>183</td> <td>8.0</td> </tr> <tr> <td></td> <td colspan="3">(after A78)</td> </tr> </tbody> </table>		<u>BUOY</u>	<u>LOA</u>	<u>Draft</u>	(d) Add	A79	183	9.0	(e) Add	A80	183	8.0		(after A78)			Two new non-typhoon government mooring buoys have been laid in Sham Shui Kok, north of Lantau Island.
	<u>BUOY</u>	<u>LOA</u>	<u>Draft</u>																	
(d) Add	A79	183	9.0																	
(e) Add	A80	183	8.0																	
	(after A78)																			
6.	Chapter 12 – Berthing Guideline-Index	<p>(a) KC7,8</p> <p>(b) KC9</p>	<p>(b) Delete “,8” from Code KC7,8; and delete “& 8” from Location respectively.</p> <p>(b) Add “, 8” and “8 &” before 9 respectively.</p>	Consequential to change of guideline texts. Declared depth of KC8 has been increased to 15.5m and fall in line with KC9.																

Note : Please refer to the attached Items 1-7 for details of the proposed amendments.

7.	Location : KC7,8 (Kwai Chung Berth No.7&8)	(a) After “Location:” (b) After Heading	(a) Delete “.8” from “KC7,8” (b) Delete “&8” from Kwai Chung berth “7&8”.	Consequential to change of guideline texts. Declared depth of KC8 has been increased to 15.5m and fall in line with KC9.
7A.	Location : KC9 (Kwai Chung Berth 9)	(a) After “Location:” (b) After Heading (c) Inside bracket	(a) Replace “KC9” by “KC8,9”. (b) Replace “Kwai Chung berth 9” by “Kwai Chung berth 8 & 9”. (c) Replace “Declared Depth 15.0m” by “Declared Depth 15.5m”.	Same as above.

Note : Please refer to the attached Items 1-7 for details of the proposed amendments.

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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
BUOY	Government mooring buoy
CCEMENT	China Cement Company (TSK)
CFT	China ferry terminal
CLPTSK	China light power station (TSK)
CMKEN-N	China Merchant Kennedy Town north berth
CMKEN-S	China Merchant Kennedy Town south berth
CRC-A	China Resources T/Y main berth (A)
CRC-B	China Resources T/Y west berth (B)
CRC-C	China Resources T/Y east berth (C)
CRC-CW	China Resources Chai Wan berth
CRC3-TY	China Resources T/Y No. 3 berth
CTX	Caltex T/Y main berth
CTX-5	Caltex T/Y No. 5 berth
CTX-6A	Caltex T/Y No. 6A berth
CTX-LPG	Caltex T/Y LPG berth
ESSO	Esso oil terminal main berth
ESSO-EL	Esso oil terminal electric power wharf
EUROASIA	Euro-Asia wharf T/Y
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
KC4,6	Kwai Chung berth 4 & 6
KC7,8	Kwai Chung berth 7 & 8
KC6/O-F	Kwai Chung berth 6 outer-foul
KC7/O-F	Kwai Chung berth 7 outer-foul
KC9	Kwai Chung berth 9
KC10-14	Kwai Chung berth 10-14

Chapter: 1

INDEX

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CMKEN-S	China Merchant Kennedy Town south berth
CRC-A	China Resources T/Y main berth (A)
CRC-B	China Resources T/Y west berth (B)
CRC-C	China Resources T/Y east berth (C)
CRC-CW	China Resources Chai Wan berth
CRC3-TY	China Resources T/Y No. 3 berth
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CTX-5	Caltex T/Y No. 5 berth
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CTX-LPG	Caltex T/Y LPG berth
ESSO	Esso oil terminal main berth
ESSO-EL	Esso oil terminal electric power wharf
EUROASIA	Euro-Asia wharf T/Y
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HKELECT(S)	Lamma power station south wharf
JBDGA	Junk Bay DG anchorage
KC1,2,3,5	Kwai Chung berth 1,2,3 & 5
KC4,6	Kwai Chung berth 4 & 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
KC10-14	Kwai Chung berth 10-14

Chapter 4 cont'd

- b. Irrespective of the ship's length, a clearance of not less than 25 metres shall be maintained at the corner between berth KC1 and KC5; at the eastern most of KC6, KC7, KC10 and KC11.
- c. Under Keel Clearance (**UKC**) at berth and throughout the harbour passage:
To ensure safe navigation, **10% UKC** must be maintained throughout the entire berthing/unberthing operation at all tidal conditions. The tidal height to be used for calculating the maximum allowable draft should be the lowest within the 2 hours period during the berthing/unberthing operation. The required 10% UKC is allowed for various factors, including but not limited to the following:
- (i.) Listing due to e.g. inadequate GM (Vessel Tender),
 - (ii.) Delay of berthing/unberthing due to delayed schedule, traffic congestion, weather etc. particularly on a falling tide.
 - (iii.) Squat
- Warning:**
Owners or masters of vessels may be liable to lighten their vessels to avoid touching of bottom due to insufficient UKC.
- d. Declared Depths at Kwai Chung Berths: (**KC basin maintained depth 15.0m**)

<u>Berth No.</u>	<u>*Depth @ berth</u>	<u>Max. Sailing or Arrival Draft @ KC Basin</u>
KC 1,2,3 & 5	14.0m	14.0m + Tide -10% UKC
KC 4 & 6	12.2m	12.2m + Tide -10% UKC
KC 7 & 8	14.2m	14.2m + Tide -10% UKC
KC 9	15.0m	15.0m + Tide -10% UKC
KC 10 -14	15.5m	15.0m + Tide -10% UKC
KC 15 - 20	15.5m	15.0m + Tide -10% UKC

Remarks:

- ❖ *Depth @ berths (50m from berth to seaward) were declared and maintained by terminal operators and may subject to change. Masters, agents & operators are cautioned to check with terminal operator for updated information.
- ❖ Vessels intending to sail or arrive with draft exceeding **15.0m** should submit the following information to **VTC & HK Pilots** in ample time for consideration.
 - (i.) Water density used for calculating the declared draft
 - (ii.) Draft at water density SG 1.017
 - (iii.) TPC (tonne per centimetre)
 - (iv.) Estimated GM @ sailing
 - (v.) Increase of draft due to squat @ 8 and 12 knots respectively
 - (vi.) Increase of draft due to heeling of 1 & 2 degrees respectively

Berthing Guidelines

Pending

Chapter 4 cont'd

- b. Irrespective of the ship's length, a clearance of not less than 25 metres shall be maintained at the corner between berth KC1 and KC5; at the eastern most of KC6, KC7, KC10 and KC11.
- c. Under Keel Clearance (**UKC**) at berth and throughout the harbour passage:
To ensure safe navigation, **10% UKC** must be maintained throughout the entire berthing/unberthing operation at all tidal conditions. The tidal height to be used for calculating the maximum allowable draft should be the lowest within the 2 hours period during the berthing/unberthing operation. The required 10% UKC is allowed for various factors, including but not limited to the following:
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<u>Berth No.</u>	<u>*Depth @ berth</u>	<u>Max. Sailing or Arrival Draft @ KC Basin</u>
KC 1,2,3 & 5	14.0m	14.0m + Tide -10% UKC
KC 4 & 6	12.2m	12.2m + Tide -10% UKC
KC 7	14.2m	14.2m + Tide -10% UKC
KC 8 & 9	15.5m	15.0m + Tide -10% UKC
KC 10 -14	15.5m	15.0m + Tide -10% UKC
KC 15 - 20	15.5m	15.0m + Tide -10% UKC

Remarks:

- ❖ *Depth @ berths (50m from berth to seaward) were declared and maintained by terminal operators and may subject to change. Masters, agents & operators are cautioned to check with terminal operator for updated information.
- ❖ Vessels intending to sail or arrive with draft exceeding **15.0m** should submit the following information to **VTC & HK Pilots** in ample time for consideration.
 - (i.) Water density used for calculating the declared draft
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 - (iv.) Estimated GM @ sailing
 - (v.) Increase of draft due to squat @ 8 and 12 knots respectively
 - (vi.) Increase of draft due to heeling of 1 & 2 degrees respectively

Chapter: 5

LIST OF IMPORTANT TELEPHONE NUMBERS

1. Marine department
 - Vessel traffic center (VTC)
 - VTC Control Room 2233 7801
 - VTC Duty Marine Officer 2233 7801-3
 - VTC (Fax) 2858 6646
 - VTC (Telex) 63607 MDVTS HX
 - Senior Marine Officer 2233 7813
 - Marine Officer 2233 7810

 - Kwai Chung Control Station (KCCS) 2743 6043 2743 8296

 - Mawan Control Station (MWCS) 2491 4292

 - Government dockyard
 - Senior Fleet Manager 2307 3614
 - Dockyard Ops. Manager 2307 3615

2. **Emergency** **999**
 - Fire services department
 - Marine & Offshore Island Office 2534 7250

 - Police force
 - Marine Police Duty Control Room 2803 6267

3. Hong Kong observatory
 - Centre forecast office 2368 1944
 - Port meteorological office 2926 3113

4. Immigration department
 - Hong Kong 2543 1958
 - Tuen Mun Anchorage office (TMIA) 2180 8966

5. Port health department
 - Port Health office 2543 1702
 - Duty Port Health officer 9016 8988

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Chapter: 5

LIST OF IMPORTANT TELEPHONE NUMBERS

5. Marine department
Vessel traffic center (VTC)
 VTC Control Room 2233 7801
 VTC Duty Marine Officer 2233 7801-3
 VTC (Fax) 2858 6646
 VTC (Telex) 63607 MDVTS HX
 Senior Marine Officer 2233 7813
 Marine Officer 2233 7810
- Kwai Chung Control Station (KCCS) 2743 6043 2743 8296
- Mawan Control Station (MWCS) 2491 4292
- Government dockyard
 Senior Fleet Manager 2307 3614
 Dockyard Ops. Manager 2307 3615
6. ***Emergency*** **999**
- Fire services department
 Marine & Offshore Island Office 2534 7250
- Police force
 Marine Police Duty Control Room 2803 6267
Tolo Channel Anti-smuggling Boom 2603 4052
7. Hong Kong observatory
 Centre forecast office 2368 1944
 Port meteorological office 2926 3113
8. Immigration department
 Hong Kong 2543 1958
 Tuen Mun Anchorage office (TMIA) 2180 8966
5. Port health department
 Port Health office 2543 1702
 Duty Port Health officer 9016 8988

Chapter: 9

TYPHOON PROCEDUREWhen Tropical cyclone signal No.1 is hoisted

1. Give warning to tanker at Tolo harbour Town Gas wharf, remind the agent that tugs will required at least 5 hours notice & the danger of pilot boarding station is exposed to weather.
2. Give warning to vessel at TSK Power Station, TSK CCC and Lamma Power Station.
3. Give warning to vessel at Sok Kwu Wan cement wharf and remind the agent that shifting during the night is of high risk due to the darkness at site.
4. Give warning to all tankers at tanker berths.

When Typhoon signal No.3 is hoisted

Pilot office should ensure:

1. Tankers at all berths (including Tolo) should clear berth as soon as possible.
2. Bulkers at TSK PST & TSK CCC should clear berth as soon as possible.
3. Bulkers at Lamma PST & Sok Kwu Wan should clear berth as soon as possible.
4. Vessels not moored at a classified typhoon buoy or oversized vessels should clear mooring buoy as soon as possible.

If typhoon signal No.8 is likely to be hoisted or the wind speed or wave height is likely to exceed the acceptable limit try to give at lease TWO hours warning to all shipping through MARDEP before pilotage service is suspended. (REMEMBER – tugs may be used for pilot transportation if pilot boats may not be operated in heavy sea.)

All repair ships at shipyards should be advised to clear docks as soon as possible especially for those vessels requiring towage to the buoy.

Avoid the acceptance of any order for ships in bound to buoy at night when typhoon signal No.3 is hoisted unless the prevailing condition is favourable.

Pilotage suspension

Guideline for pilotage service may be suspended: -

- | | |
|------------------------|-----------------|
| ★ Sustained wind speed | over 33 knots |
| ★ Wave height | over 1.5 metres |

Other useful information

MARDEP VTC Duty MO	2233 7801-3
MARDEP VTC	(FAX) 2858 6646
MARDEP VTC	(TELEX) 63607 MDVTS HX
Hong Kong Observatory	2926 8477 2926 8478 inquiry on public weather

Berthing Guidelines*Pending*

Chapter: 9

TYPHOON PROCEDUREWhen Tropical cyclone signal No.1 is hoisted

1. Give warning to tanker at Tolo harbour Town Gas wharf, remind the agent that tugs will required at least 5 hours notice & the danger of pilot boarding station is exposed to weather.
2. Give warning to vessel at TSK Power Station, TSK CCC, **SWSTL** and Lamma Power Station.
3. Give warning to all tankers at tanker berths.

When Typhoon signal No.3 is hoisted

Pilot office should ensure:

1. Tankers at all berths (including Tolo) should clear berth as soon as possible.
2. Bulkers at TSK PST & TSK CCC, **SWSTL and Lamma PST** should clear berth as soon as possible.
3. Vessels not moored at a classified typhoon buoy or oversized vessels should clear mooring buoy as soon as possible.

If typhoon signal No.8 is likely to be hoisted or the wind speed or wave height is likely to exceed the acceptable limit try to give at lease TWO hours warning to all shipping through MARDEP before pilotage service is suspended. (REMEMBER – tugs may be used for pilot transportation if pilot boats **could** not be operated in heavy sea.)

All repair ships at shipyards should be advised to clear docks as soon as possible especially for those vessels requiring towage to the buoy.

Avoid the acceptance of any order for ships in bound to buoy at night when typhoon signal No.3 is hoisted unless the prevailing condition is favourable.

Pilotage suspension

Guideline for pilotage service may be suspended: -

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| ★ Sustained wind speed | over 33 knots |
| ★ Wave height | over 1.5 metres |

Other useful information

MARDEP VTC Duty MO	2233 7801-3
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Chapter: 11 GOVERNMENT MOORING BUOYS

BUOY	LOA (m.)	Draft (m.)	BUOY	LOA (m.)	Draft (m.)
'A' Buoys:					
A13	183	8.8	A60	183	7.8
A17*	183	8.5	A62	198	10.2
A29*	160	9.8	A70	170	9.9
A35*	160	9.5	A71	183	9.1
A36	160	8.1	A72	183	9.5
A38	183	7.2	A73	183	9.5
A39*	183	8.4	A74	183	9.5
A43*	183	9.0	A76	170	9.6
A46*	183	10.8	A77	183	9.5
			A78	183	9.8
'B' Buoys:					
B01	120	4.8	B06	137	9.0
B02*	137	6.4	B20	137	7.3
B03*	137	6.7	B26	137	9.7
B04*	137	9.1	B30	137	8.1
B05	137	7.5	B31	137	9.1

* = Classified as Non typhoon mooring buoy

Remarks:

	'A' buoy	'B' buoy
Normal weather max. length	183m	138m
Typhoon class max. length	183m	113m
Swinging radius	214m	168m
Buoy link diameter	146mm	146mm

※ The location and sounding of the GMBs are subject to change without notice. Agents/Operators are cautioned to check with Mardep for updated information when booking GMB.

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Chapter: 11 GOVERNMENT MOORING BUOYS

BUOY	LOA (m.)	Draft (m.)	BUOY	LOA (m.)	Draft (m.)
'A' Buoys:					
A13	183	8.8	A70	170	9.9
A17*	183	8.5	A71	183	9.1
A29*	160	9.0	A72	183	9.5
A35*	160	9.5	A73	183	9.5
A36	160	8.1	A74	183	9.5
A38	183	6.4	A76	170	9.6
A39*	183	7.4	A77	183	9.5
A43*	183	9.0	A78	183	9.8
A46*	183	10.8	A79*	183	9.0
A60	183	7.8	A80*	183	8.0
A62	198	10.2			
'B' Buoys:					
B01	120	4.8	B06	137	9.0
B02*	137	6.4	B20	137	7.3
B03*	137	6.7	B26	137	9.7
B04*	137	9.1	B30	137	8.1
B05	137	7.5	B31	137	9.1

* = Classified as Non typhoon mooring buoy

Remarks:

	'A' buoy	'B' buoy
Normal weather max. length	183m	138m
Typhoon class max. length	183m	113m
Swinging radius	214m	168m
Buoy link diameter	146mm	146mm

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BERTHING GUIDELINES**** INDEX ****

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CRC-B	China Resources T/Y west berth (B)
CRC-C	China Resources T/Y east berth (C)
CRC-CW	China Resources Chai Wan berth
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KC7/O-F	Kwai Chung berth 7 outer-foul
KC9	Kwai Chung berth 9
KC10-14	Kwai Chung berth 10-14
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

Code	Locations
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
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
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
SLA	Anchorage South of Lamma Island
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
TYD	Floating docks west of T/Y Island
WA-1	Western anchorage No.1
WA-2	Western anchorage No.2
WA-3	Western anchorage No.3
WQA	Western quarantine anchorage
URMPS / URMA	Transit Mawan – Bulker & Tanker (All vessels other than passenger & container ship)
URMPS-C / URMA-C	Transit Mawan – Passenger & Container ship
YMTA	Yau Ma Tei anchorage
YOD	Yam O floating dock
YUENFAT	Yuen Fat wharf No.2 berth

Berthing Guidelines

Chapter: 12

BERTHING GUIDELINES

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CRC-C	China Resources T/Y east berth (C)
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CTX	Caltex T/Y main berth
CTX-5	Caltex T/Y No. 5 berth
CTX-6A	Caltex T/Y No. 6A berth
CTX-LPG	Caltex T/Y LPG berth
ESSO	Esso oil terminal main berth
ESSO-EL	Esso oil terminal electric power wharf
EUROASIA	Euro-Asia wharf T/Y
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
KC4,6	Kwai Chung berth 4 & 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
KC10-14	Kwai Chung berth 10-14
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

Code	Locations
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
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
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
SLA	Anchorage South of Lamma Island
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
TYD	Floating docks west of T/Y Island
WA-1	Western anchorage No.1
WA-2	Western anchorage No.2
WA-3	Western anchorage No.3
WQA	Western quarantine anchorage
URMPS / URMA	Transit Mawan – Bulker & Tanker (All vessels other than passenger & container ship)
URMPS-C / URMA-C	Transit Mawan – Passenger & Container ship
YMTA	Yau Ma Tei anchorage
YOD	Yam O floating dock
YUENFAT	Yuen Fat wharf No.2 berth

Location : KC7,8

Kwai Chung berth 7& 8*(Declared Depth 14.2m)*

010 **Berthing** LOA: Max 130m
Draft: Max. 14.2m + tide – 10%UKC
Time: 24 hrs.
Tugs: 1. If D>8m 2
Remarks: Ro-Ro vessel 2 tugs if adverse weather.

011 **Unberthing** LOA: Max 130m
Draft: Max. 14.2m + tide – 10%UKC
Time: 24 hrs.
Tugs: 1. If no anchor down 2.
Remarks: Ro-Ro vessel 2 tugs if adverse weather.

020 **Berthing** LOA: Max 230m
Draft: Max. 14.2m + tide – 10%UKC
Time: 24 hrs.
Tugs: 2
Remarks:

021 **Unberthing** LOA: Max 230m
Draft: Max. 14.2m + tide – 10%UKC
Time: 24 hrs.
Tugs: 2
Remarks:

030 **Berthing** LOA: Max 270m
Draft: Max. 14.2m + 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. 14.2m + tide – 10%UKC
Time: 24 hrs.
Tugs: 2. 1 if bow & stern thrusters fitted.
Remarks:

040 **Berthing** LOA: Max 350m
Draft: Max. 14.2m + 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 350m
Draft: Max. 14.2m + tide – 10%UKC
Time: 24 hrs.
Tugs: 2. 1 if bow & stern thrusters fitted.
Remarks:

General Remarks:

- Please see Chapter 4(1) Berthing Remarks for Kwai Chung Terminals.
- Vessels intending to sail or arrive with draft exceeding 15.0m should inform VTC & HK Pilots in ample time for consideration.

Berthing Guidelines*Pending*

Location : KC7

Kwai Chung berth 7*(Declared Depth 14.2m)*

010 **Berthing** LOA: Max 130m
Draft: Max. 14.2m + tide – 10%UKC
Time: 24 hrs.
Tugs: 1. If D>8m 2
Remarks: Ro-Ro vessel 2 tugs if adverse weather.

011 **Unberthing** LOA: Max 130m
Draft: Max. 14.2m + tide – 10%UKC
Time: 24 hrs.
Tugs: 1. If no anchor down 2.
Remarks: Ro-Ro vessel 2 tugs if adverse weather.

020 **Berthing** LOA: Max 230m
Draft: Max. 14.2m + tide – 10%UKC
Time: 24 hrs.
Tugs: 2
Remarks:

021 **Unberthing** LOA: Max 230m
Draft: Max. 14.2m + tide – 10%UKC
Time: 24 hrs.
Tugs: 2
Remarks:

030 **Berthing** LOA: Max 270m
Draft: Max. 14.2m + 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. 14.2m + tide – 10%UKC
Time: 24 hrs.
Tugs: 2. 1 if bow & stern thrusters fitted.
Remarks:

040 **Berthing** LOA: Max 350m
Draft: Max. 14.2m + 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 350m
Draft: Max. 14.2m + tide – 10%UKC
Time: 24 hrs.
Tugs: 2. 1 if bow & stern thrusters fitted.
Remarks:

General Remarks:

- Please see Chapter 4(1) Berthing Remarks for Kwai Chung Terminals.
- Vessels intending to sail or arrive with draft exceeding 15.0m should inform VTC & HK Pilots in ample time for consideration.

Location : KC9

Kwai Chung berth 9*(Declared Depth 15.0m)*

010 **Berthing** LOA: Max 130m
Draft: Max. 15.0m + tide – 10%UKC
Time: 24 hrs.
Tugs: 1. If D>8m 2
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. If no anchor down 2
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 350m
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 350m
Draft: Max. 15.0m + tide – 10%UKC
Time: 24 hrs.
Tugs: 2. 1 if bow & stern thrusters fitted.

Remarks:**Remarks:****General Remarks:**

- Please see Chapter 4(1) Berthing Remarks for Kwai Chung Terminals.
- Vessels intending to sail or arrive with draft exceeding 15.0m should inform VTC & HK Pilots in ample time for consideration.

Berthing Guidelines

Pending

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. If D>8m 2
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. If no anchor down 2
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.
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 350m
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 350m
Draft: Max. 15.0m + tide – 10%UKC
Time: 24 hrs.
Tugs: 2. 1 if bow & stern thrusters fitted.
Remarks:

General Remarks:

- Please see Chapter 4(1) Berthing Remarks for Kwai Chung Terminals.
- Vessels intending to sail or arrive with draft exceeding 15.0m should inform VTC & HK Pilots in ample time for consideration.