

Berthing Guidelines

Endorsed by Pilotage Advisory Committee
Marine Department, HKSAR

Contents of these Berthing Guidelines are subject to change. Please visit MARDEP Website for updated information.

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Prepared by Hong Kong Pilots Association Ltd.

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**** 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

Code	Location
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
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
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
YOD	Yam O floating dock
YUENFAT	Yuen Fat wharf No.2 berth

Chapter: 2 **GENERAL REMARKS**

- (1) These guidelines should be construed as the operations to be performed are conducted under normal conditions with due regards to weather, ship maneuverability, sea and swell etc.
- (2) The conditions hereto as regards to the number of tugs deployed and the working parameter require are based on the experience gained by pilot members in normal weather, sea and swell, and ship's manoeuvring conditions; and are deemed to be the minimum requirements as such. Should the condition and circumstances be changed which may affect any working parameter; the pilot may at his discretion to amend any requirements therein. Any additional tug in excess of the said requirement as required by the Master and/or ship's operators to enhance the safety be concurred and encouraged by **all pilots**. When two or more Grade II tugs are stipulated in the Berthing Guidelines, they should not be replaced by one Grade I tug.
- (3) Transverse thruster or thrusters in good working condition at one end may be accepted to substitute for one tug. Transverse thruster with under-power will not be considered as equivalence to one tug.
- (4) An under-keel clearance of 10% of the vessel's deepest draught is required in maneuvering basins, sheltered fairways and approaches to berths. 15% under-keel clearance for any exposed waterways. To ensure safe navigation, the required UKC must be maintained throughout the entire Berthing/Unberthing operation or transit all tidal conditions. Ample margin must be allowed for the following when calculating the effective UKC:
 - (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.

Warning:
Owners or masters of vessels may be liable to lighten their vessels to avoid touching of bottom due to insufficient UKC.
- (5) The depths of the berths provided in these guidelines are as declared by the berth operators. Close liaison among the ships agent, berth operators and pilots should be maintained at all times to ensure sufficient depth for berthing and unberthing of the vessels. Good liaison should be maintained among all concerned parties for vessels required to 'wedge-in' and 'wedge-out' to ensure ample and safe **fore-and-aft** clearances are achieved.
- (6) For vessel moving to and/or from a buoy, the working pilot may take a passage at the time he considers to the best and safest route for such vessel.
- (7) In any special circumstance of the case arises, e.g. adverse weather, No.3 or above typhoon signal is hoisted up, boisterous sea and swell, different pilot embarking and disembarking areas, hampered vessels or vessels with special construction or characteristics, etc., special requirements for tugs, working condition, servicing time, etc. need to be further consulted.
- (8) All entries in these Guidelines are subject to change without notice.
- (9) All Guidelines should be exercised with flexibility subject to circumstances arising.

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

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 – Local licensed D/Z-P with horsepower at least 2,400 BHP.
Grade II – Local licensed twin-screw & with horsepower at least 800 BHP.

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.
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 tankers, it is strongly recommended that these guidelines be strictly followed, due to the volatile and dangerous cargoes that these vessels transport to and from oil terminals.

Chapter: 4

BERTHING REMARKS

(1) Kwai Chung Terminal

- a. Sufficient fore-and-aft clearances should be allowed for during berthing and unberthing operations. The following table shall be used to determine the clearances required:

<u>Vessel' s LOA</u>	<u>Minimum Clearance at Each End*</u>	<u>Remarks</u>
300m and above	25 metres	Note 2
200m to under 300m	20 metres	Note 1,2,3 & 4
Under 200m	15 metres	Note 1,2,3 & 4

Note 1 : A mooring rope serving as back spring is needed to be in place on the appropriate bollard of the berth before the vessel is closing in and reaches a position which is about half ship breadth from the outer-side of the vessels secured at the adjacent berths. Under adverse weather conditions, such as when wind speed is above 22 knots, additional tug(s) may be called for with the consent of the Master.

Note 2 : At the western most of KC5, KC6, KC7, KC10 and KC14, the southern most of KC4 and KC9, the northern most of KC8 and any other berth with one end open, a minimum clearance of 5 metres less than those specified in the above table would be acceptable at the end adjacent to the berth occupied by other ships, but in no circumstances should a clearance be less than 15 metres.

Note 3 : When a vessel is required to berth alongside in a reverse direction to its approach (i.e. stern in approach), such as the cases like portside alongside to KC1, KC2, KC3, KC4, KC7, KC11, KC12, KC13 & KC14 and starboard side alongside to KC6 & KC10, and additional 5 metres clearance at both ends, more than those specified in the table above should be allowed, but it needs not be more than 25 metres.

Note 4 : During typhoons and when visibility is less than 3 cables, terminal operators should endeavour to arrange the fore-and-aft clearance of not less than 25 metres for any length of vessel.

* Notwithstanding the requirements specified, Kwai Chung terminal operators should endeavour to arrange a clearance of not less than 25 metres as far as possible.

Berthing Guidelines

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**)

Berth No.	*Depth @ berth	Max. Sailing or Arrival Draft @ KC Basin
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

Chapter 4 continued ...

- e. Any berthing movements within Kwai Chung, which are not in compliance with the guidelines endorsed by the PAC, should have the agreement from the Duty Pilot and/or one of the Executive Directors of HKPA. General Manager of HKPA would be responsible for coordinating with all the involved parties.
- (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.
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 overall	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
>250m	1500	1095	113

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

Chapter: 6

TUGS INFORMATION

Name	HP.	B. pull (tonnes)	Remarks
<u>Hong Kong Tug</u> 2427 7477			
Ap Chau	4000	54	Grade I
Cheung Chau	4000	54	Grade I
Heung Kong	3000	37	Grade I
Hung Hom	3200	45.5	Grade I
Kau Lung	3200	45.5	Grade I
Kwai Chung	3000	37	Grade I
Lamma	3200	45.5	Grade I
Sha Chau	4000	54	Grade I
Tai Koo	4000	52.2	Grade I
Tap Mun	3200	45.5	Grade I
Yeung Chau	4000	54	Grade I
<u>Yiu Lian Tug</u> 2497 0655 2497 0686			
Hai Ba	3200	35	Grade I
Hai Fa	3000	40	Grade I
Hai Le	4000	40	Grade I
Hai Qi	3200	40	Grade I
Hai Shan	2600	35	Grade I
Yiu Lian 18	3200	40	Grade I
Yiu Lian 26	2600	35	Grade I
You Da	3200	40	Grade I
You Fa	3200	40	Grade I
<u>South China Tug</u> 2548 5205			
Guangzhou	3000	38	Grade I
Guilin	3000	38	Grade I
Shanghai	3000	40/39	Grade I
Shantou	3600	50/45	Grade I
Shunde	4000	56	Grade I
<u>Chung Hing Tug</u> 2549 2072 2549 0395			
Chung Hing No.1 (忠興壹)	2 × 624	18	Grade II
Wallex 2 (華力二)	2 × 624	18	Grade II

Chapter: 7

FLOATING DOCKS INFORMATION**UNITED (H.U.D.) Tsing Yi**

Length at bottom block	270m
Entrance breadth	41.6m
Lifting capacity	40,000 tonnes
Depth over block	10m

PROTEUS 1 (HKST) Floating Dock & crane

Length at bottom block	55m
Entrance breadth	22m
Lifting capacity	1,000 tonnes
Crane lifting capacity	Main S.W.L. 350 tonnes Aux. S.W.L. 100 tonnes

YIU LIAN NO.1 F/D (Yiu Lian Dock) Tsing Yi

Length at bottom block	177.7m
Entrance breadth	26.8m
Lifting capacity	12,000 tonnes

YIU LIAN NO.3 F/D (Yiu Lian Dock) Yam O

Length at bottom block	235.7m
Entrance breadth	45.8m
Lifting capacity	45,000 tonnes

YIU LIAN NO.5 F/D (Yiu Lian Dock) Yam O

Length at bottom block	80m
Entrance breadth	16m
Lifting capacity	1,800 tonnes

Chapter: 8

BERTH /WHARF/TERMINAL INFORMATION

BERTH	Draft(m)	LOA(m)	Direction	Length	Telephone No.
CALTEX	12.6	235	162/342	90	2431 2410
CALTEX-5	3.2	80	035/215	80	2431 2410
CALTEX-6A	7.3	110	055/235	50	2431 2410
CALTEX-LPG	6.5	114	072/252	95	2431 2410
CCEMENT	14.0	240	112/292	270	2440 5111 2440 5233
CFT	7.0	153	078/258	270	2738 2906
CLPTSK	16.8	275	134/314	545	2404 8402
CMKEN-N	9.5	156	070/250	170	2816 8118 day
CMKEN-S	7.0	120	070/250	140	2816 8118 day
CRC-A	14.0	250	086/266	280	2431 3090
CRC-B	7.5	120	086/266	129	2431 3090
CRC-C	6.5	90	086/266	115	2431 3090
CRC-CW	5.0	65	172/352	70	2558 8341
CRC3-TY	7.5	120	124/304	>150	2431 3090
ESSO	14.63	274	098/278	255	3197 8137 3197 8276
ESSO-E	7.0	80	082/262	40	3197 8137 3197 8276
ESSO-EL	5.5	107	098/278	30	2497 0229
EUROASIA	8.0	300	020/200	510	2436 8102
HKELECT	13.89	262	170/350	290	2982 6270 9423 6670
HUDSW dist. from f/d 80m as per HUD			008/188	250	2495 1211
KC 1-2	12.2	350	163/343	305	2428 8934
KC 3	12.2	350	163/343	305	2489 4745
KC 4	12.2	350	163/343	305	2619 7792
KC 5	12.2	350	073/253	457	2428 8934
KC 6-7	12.2	350	073/253	564	2619 7792
KC 8	12.2	350	163/343	380	2619 7792
KC 9	13.8	350	163/343	450	2619 7792
KC 10	13.8	350	073/253	700	2619 7792
KC 11	13.8	350	073/253	338	2991 8022
KC 12	13.8	350	073/253	338	2991 8022
KC 13	13.8	350	073/253	338	2115 4211
KC 14	13.8	350	073/253	338	2115 4211
LOP	8.0	122	089/269	125	2618 0192
MFT	5.0	120	104/284	220	2547 4039
MOBIL	14.6	250	089/269	267	3197 8137 3197 8133
MOBIL-E	7.5	107	089/269	41	3197 8137 3197 8133
O/T North	8.0	230	078/258	340	2118 8951
O/T South	10.67	290	078/258	381	2118 8951
RTT-1	8.5	175	116/296	200	2122 7155 9728 6230
RTT-2	8.5	150	026/206	250	2122 7155 9728 6230
SHACHAU	7.0	120	163/343	152	2613 9127 2988 6161
SHELL	14.5	245	150/330	226	2432 8704
SHELL-LPG	8.0	135	150/330	118	2432 8704
SHELL #1E&W	6.5	100	008/188	80	2432 8704
SHELL #2&3E&W	6.5	90	008/188	75	2432 8704
SWSTL	11.5	200	125/305	215	2618 8761
TPGAS	11.0	198	120/300	300	2666 2106
YUENFAT	6.7	153	040/220	171	

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

Chapter: 10

MISCELLANEOUSLocations displaying Tropical cyclone and Monsoon signal stations

1.	Cheung Chau Meteorological Station Tel:	2981 1041	
2.	Lau Fau Shan Police Station	2472 1241	2472 7213
3.	Sha Tau Kok Police Station	2674 8600	
4.	Sha Tau Kok Sewage treatment works	2674 8644	
5.	Tai Lam Small Boat Unit Headquarters	2452 9254	

Width of fairway

Eastern fairway	412m
Hung Hom fairway	370m
Central fairway	370m
Northern fairway	305m
Southern fairway	220m
Sulphur channel	280m
North Green Island fairway	244m

Naval anchorage

	<u>Mooring Buoys</u>	<u>Location</u>			
1.	ZA1	22	18.17N	114	08.45E
2.	ZA2	22	18.44N	114	08.35E
3.	ZB1	22	18.80N	114	08.26E
4.	ZB2	22	18.61N	114	08.19E

Pilot station

	<u>Name</u>	<u>Location</u>			
1.	Tathong Channel	22	16.0N	114	15.7E
2.	Urmston Road (TSK)	22	23.5N	113	53.5E
3.	Chik Chau	22	29.6N	114	19.7E
4.	Ngan Chau	22	13.0N	114	09.7E
5.	West Lamma	22	12.0N	114	05.3E

Other useful location

Ngan Chau	22	13.0N	114	11.0E	
Shek Kok Tsui	22	14.2N	114	06.1E	
Waglan	22	11.0N	114	18.0E	
Yuen Kok	22	11.0N	114	08.8E	
SW Lamma Island	22	10.0N	114	06.0E	
Tuen Mun anchorage	22	21.3N	113	59.2E	
		22	21.3N	113	58.4E
		22	21.7N	113	58.4E

Chapter: 11 GOVERNMENT MOORING BUOYS

<u>BUOY</u>	<u>LOA (m.)</u>	<u>Draft (m.)</u>	<u>BUOY</u>	<u>LOA (m.)</u>	<u>Draft (m.)</u>
‘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:

	<u>‘A’ buoy</u>	<u>‘B’ buoy</u>
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.

Chapter: 12

BERTHING GUIDELINES**** INDEX ****

Code	Locations
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
KC1235	Kwai Chung berth 1,2,3 & 5
KC46	Kwai Chung berth 4 & 6
KC78	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
KYCA	Kau Yi Chau DG anchorage
LOP	Lok On Pai oil berth
MET	Macau ferry terminal
MOBIL	Mobil oil terminal main berth
MOBIL-E	Mobil oil terminal east berth
MWA	Ma Wan anchorage

Code	Locations
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
WOA	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

PAC endorsed on 11 May 2005

Location : BUOY

Government mooring buoy

010	Berthing	LOA: Max 183m	011	Unberthing	LOA: Max 183m
Draft:	Subject to the depth underneath individual buoy (min 10% UKC)		Draft:	Subject to the depth underneath individual buoy (min 10% UKC)	
Time:	24 hrs.		Time:	24 hrs.	
Tugs:	See General Remarks		Tugs:	See General Remarks	
Remarks:			Remarks:		

General Remarks:

1. Additional tugs may be required if adverse weather or high waves prevail.
2. Mooring and/or unmooring operations may be suspended if the pilots consider such operations to be dangerous.
3. If mooring and/or unmooring operations are suspended, every effort will be made to unmoor departing vessels before services are suspended.
4. Additional requirements:
For all buoys if:
 - D>9.15m 1 tug at the buoy.
 - D>9.7m HW slack only.
 - D>10m 1 tug escort at the GI.
 - L>183m 1 tug at the buoy.For buoys North of GI:
 - A46 – Mooring: At daylight – unrestricted
At night – slack water only
 - Unmooring: 24 hours
5. Vessel of 183m<LOA<245m intending to carry out underwater operation may be permitted by VTC to anchor in the vicinity of Government Mooring Buoy A60 or A62 at Junk Bay subject to special arrangement.

Location : CCEMENT**China Cement Company (TSK)**

LOA ≤ 230m : Restricted transit period @ Ma Wan = Current Against >2.5 knots / With >1.5 knots

LOA > 230m : Restricted transit period @ Ma Wan = Current Against >1.5 knots / With >0.5 knots

(per current info. supplied by HYDRO office)

Transit @ Ma Wan : Day = (Sunrise – 30mins.) To (Sunset + 30mins.)

010 Berthing LOA: Max 168m
Draft: Max. 10m (min 10% UKC)
Time: Day light only
Tugs: 2.
Remarks: Stem to tide for berthing.

011 Unberthing LOA: Max 168m
Draft: Max. 10m (min 10% UKC)
Time: Day light only
Tugs: 2.
Remarks:

020 Berthing LOA: Max 183m
Draft: Max. 12m (min 10% UKC)
Time: Day light only
 Draft > 10m Day HW+1 to HW+3
 & Day LW-1 to LW+1.5 @
 Mawan
Tugs: 2. 1 escort @ Mawan if
 Draft > 10m.
Remarks: 2 pilots. Stem to tide for berthing.
 Draft > 10m Starboard side to.

021 Unberthing LOA: Max 183m
Draft: Max. 12m (min 10% UKC)
Time: Day light only
 Draft > 10m subject to current
 condition @ Mawan
Tugs: 2. 1 escort @ Mawan if
 Draft > 10m.
Remarks: 2 pilots.

030 Berthing LOA: Max 230m
Draft: Max. 14m (min 10% UKC)
Time: Day HW+1 to HW+3 @ Mawan
Tugs: 3 incl. 1 @ Mawan est.
 From URMA: 3 incl. 1 escort
 from URMA to berth
Remarks: 2 pilots.
 Starboard side to.

031 Unberthing LOA: Max 230m
Draft: Max. 14m (min 10% UKC)
Time: Day light only
 Subject to current condition @
 Mawan.
 If Draft > 12.5m day transit only
Tugs: 2 incl. 1 @ Mawan est.
 To URMA: 2 incl. 1 escort from
 berth to URMA
Remarks: 2 pilots.

040 Berthing LOA: Max 240m
Draft: Max. 14m (min 10% UKC)
Time: Day HW+1 to HW+1.5 @ Mawan
Tugs: 4 incl. 1 escort from GI + 1 @
 Mawan
 If Draft ≤ 12m, 3 incl. 1 escort from
 GI + 1 @ Mawan
 From URMA: 4 incl. 1 escort
 URMA to berth. If Draft ≤ 12m, 3
 incl. 1 escort from URMA to berth
Remarks: 2 pilots. Starboard side to.

041 Unberthing LOA: Max 240m
Draft: Max. 14m (min 10% UKC)
Time: Day HW to HW+2 &
 Day LW+1 to LW+3 @ Mawan
 Draft ≤ 12.5m subject to current
 condition @ Mawan Day only
Tugs: 2 incl. 1 escort @ Mawan
 To URMA: 2 incl. 1 escort from
 berth to URMA.
Remarks: 2 pilots.

Location : CFT

China ferry terminal

010 **Berthing** LOA: Max 153m
Draft: Max. 7.0 (min 10% UKC)
Time: 24 hrs.
Tugs: 2
Remarks: No outer-foul for No.3 berth.

011 **Unberthing** LOA: Max 153m
Draft: Max. 7.0m (min 10% UKC)
Time: 24 hrs.
Tugs: 2
Remarks: No outer-foul for No.3 berth.

Location : CLPTSK**China light power station (TSK)**

LOA ≤ 230m : Restricted transit period @ Ma Wan = Current Against >2.5 knots / With >1.5 knots

LOA > 230m : Restricted transit period @ Ma Wan = Current Against >1.5 knots / With >0.5 knots

(per current info. supplied by HYDRO office)

Transit @ Ma Wan : Day = (Sunrise – 30mins.) To (Sunset + 30mins.)

010 Berthing LOA: Max 168m
Draft: Max. 10m (min 10% UKC)
Time: Day light only
Tugs: 2.
Remarks: Stem to tide for berthing.

011 Unberthing LOA: Max 168m
Draft: Max. 10m (min 10% UKC)
Time: Day light only
Tugs: 2.
Remarks:

020 Berthing LOA: Max 183m
Draft: Max. 12m (min 10% UKC)
Time: Day light only
 Draft > 10m Day HW+1 to HW+3
 & Day LW-1 to LW+1.5 @
 Mawan
Tugs: 2. 1 escort @ Mawan if
 Draft > 10m
Remarks: 2 pilots.
 Stem to tide for berthing.

021 Unberthing LOA: Max 183m
Draft: Max. 12m (min 10% UKC)
Time: Day light only
 Draft > 10m subject to current
 condition @ Mawan
Tugs: 2. 1 escort @ Mawan if
 Draft > 10m
Remarks: 2 pilots.

030 Berthing LOA: Max 230m
Draft: Max. 14m (min 10% UKC)
Time: Day HW+1 to HW+3 @ Mawan
Tugs: 3 incl. 1 @ Mawan est.
 From URMA: 3 incl. 1 escort
 from URMA to berth
Remarks: 2 pilots.
 Starboard side to.

031 Unberthing LOA: Max 230m
Draft: Max. 14m (min 10% UKC)
Time: Day light only
 Subject to current condition @
 Mawan.
 If draft > 12.5m day transit only
Tugs: 2 incl. 1 @ Mawan est.
 To URMA: 2 incl. 1 escort from
 berth to URMA
Remarks: 2 pilots.

040 Berthing LOA: Max 280m
Draft: Max. 16.8m (min 10% UKC)
Time: Day HW+1 @ Mawan
 1st Jun – 15th Oct : Day HW+0.5
 @ Mawan
Tugs: 4 tugs minimum 3000hp each
 incl. 1 escort from GI + 1 @
 Mawan to berth
 From URMA: 4 tugs minimum
 3000hp each incl. 1 escort from
 URMA to berth
Remarks: 2 pilots. Starboard side to.

041 Unberthing LOA: Max 280m
Draft: Max. 16.8m (min 10% UKC)
Time: Day HW to HW+2 &
 Day LW+1 to LW+3 @ Mawan
 Draft ≤ 12.5m subject to current
 condition @ Mawan Day only
Tugs: 2 incl. 1 escort @ Mawan or 2
 escort @ Mawan if Draft > 14m
 To URMA: 2 incl. 1 escort from
 berth to URMA. If Draft > 14m
 2 escort from berth to URMA
Remarks: 2 pilots.

Location : CMKEN-N

China Merchant Kennedy Town north berth

010 **Berthing** LOA: Max 110m
Draft: Max. 7m (min 10% UKC)
Time: 24 hrs.
Tugs: 2 (grade II)
Remarks:

011 **Unberthing** LOA: Max 110m
Draft: Max. 7m (min 10% UKC)
Time: 24 hrs.
Tugs: 2 (grade II)
Remarks:

020 **Berthing** LOA: Max 130m
Draft: Max. 9.5m (min 10% UKC)
Time: 24 hrs.
Tugs: 1 (grade I) + 1 (grade II)
Remarks:

021 **Unberthing** LOA: Max 130m
Draft: Max. 9.5m (min 10% UKC)
Time: 24 hrs.
Tugs: 1 (grade I) + 1 (grade II)
Remarks:

030 **Berthing** LOA: Max 156m
Draft: Max. 9.5m (min 10% UKC)
Time: 24 hrs.
Tugs: 2
Remarks:

031 **Unberthing** LOA: Max 156m
Draft: Max. 9.5m (min 10% UKC)
Time: 24 hrs.
Tugs: 2
Remarks:

Location : CMKEN-S

China Merchant Kennedy Town south berth

010 **Berthing** LOA: Max 120m

Draft: Max. 7m (min 10% UKC)

Time: Day light only

Tugs: 2 (grade I) or 3 (grade II)

Remarks: Preferably port side to.

011 **Unberthing** LOA: Max 120m

Draft: Max. 7m (min 10% UKC)

Time: Day light only

Tugs: 2 (grade I) or 3 (grade II)

Remarks:

Location : CRC-A

China Resources T/Y main berth (A)

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:

General Remarks: Thrusters not considered for berthing/unberthing.

Berthing Guidelines

PAC endorsed on 7 July 1999

Location : CRC-B

China Resources T/Y west berth (B)

010 **Berthing** LOA: Max 120m

Draft: Max. 7.5m (min 10% UKC)

Time: 24 hrs.

Tugs: 2

Remarks: Starboard side to.

011 **Unberthing** LOA: Max 120m

Draft: Max. 7.5m (min 10% UKC)

Time: 24 hrs.

Tugs: 2

Remarks:

Location : CRC-C

China Resources T/Y east berth (C)

010 **Berthing** LOA: Max 90m

Draft: Max. 6.5m (min 10% UKC)

Time: D&N HW-1.5 to HW+1.5 &
 D&N LW-1 to LW+1.5

Tugs: 2 (grade II)

Remarks: Port side to.

011 **Unberthing** LOA: Max 90m

Draft: Max. 6.5m (min 10% UKC)

Time: 24 hrs.

Tugs: 2 (grade II)

Remarks:

Location : CRC-CW

China Resources Chai Wan berth

010 **Berthing** LOA: Max 65m
Draft: Max. 5m (min 10% UKC)
Time: 24 hrs.
Tugs: 2 (grade II)
Remarks:

011 **Unberthing** LOA: Max 65m
Draft: Max. 5m (min 10% UKC)
Time: 24 hrs.
Tugs: 2 (grade II)
Remarks:

Location : CTX

Caltex 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.

Location : CTX-5

Caltex 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.

Location : CTX-6A

Caltex 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.

Location : CTX-LPG

Caltex 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.

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.

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

Remarks:

021 **Unberthing** LOA: Max 114m
Draft: Max. 6.5m (min 10% UKC)
Time: 24 hrs.
Tugs: 2 (grade I) 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

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 7 July 1999

Location : ESSO-EL

Esso oil terminal electric power wharf

010 **Berthing** LOA: Max 107m

Draft: Max. 5.5m (min 10% UKC)

Time: Day light only

Tugs: 1

Remarks: Port side to.

011 **Unberthing** LOA: Max 107m

Draft: Max. 5.5m (min 10% UKC)

Time: 24 hrs.

Tugs: 1

Remarks:

Location : EUROASIA

Euro-Asia wharf T/Y

010 **Berthing** LOA: Max 122m
Draft: Max. 8m (min 10% UKC)
Time: 24 hrs.
Tugs: 2 (grade II)
Remarks:

011 **Unberthing** LOA: Max 122m
Draft: Max. 8m (min 10% UKC)
Time: 24 hrs.
Tugs: 2 (grade II)
Remarks:

020 **Berthing** LOA: Max 165m
Draft: Max. 8m (min 10% UKC)
Time: 24 hrs.
Tugs: 2
Remarks:

021 **Unberthing** LOA: Max 165m
Draft: Max. 8m (min 10% UKC)
Time: 24 hrs.
Tugs: 2
Remarks:

030 **Berthing** LOA: Max 250m
Draft: Max. 8m (min 10% UKC)
Time: D&N LW-2 to HW+2
Tugs: 2
Remarks:

031 **Unberthing** LOA: Max 250m
Draft: Max. 8m (min 10% UKC)
Time: 24 hrs.
Tugs: 2
Remarks:

040 **Berthing** LOA: Max 300m
Draft: Max. 8m (min 10% UKC)
Time: D&N LW to HW+1
Tugs: 3
Remarks:

041 **Unberthing** LOA: Max 300m
Draft: Max. 8m (min 10% UKC)
Time: 24 hrs.
Tugs: 2
Remarks:

Berthing Guidelines*PAC endorsed on 11 May 2005*

Location : HKELECT(N)

Lamma power station NORTH wharf*(Declared Depth for Channel & Berth 15.5m)*

010 **Berthing** LOA: Max 153m
Draft: Max. 9.5m (min 15% UKC)
Time: 24 hours
Tugs: 2
Remarks:

011 **Unberthing** LOA: Max 153m
Draft: Max. 9.5m (min 15% UKC)
Time: 24 hours
Tugs: 2
Remarks:

020 **Berthing** LOA: Max 172m
Draft: Max. 10.66m (min 15% UKC)
Time: D&N HW-0.5 to LW-1
Tugs: 2
Remarks: Starboard side to.
 Day: 1 pilot
 Night: 2 pilots

021 **Unberthing** LOA: Max 172m
Draft: Max. 10.66m (min 15% UKC)
Time: 24 hours
Tugs: 2
Remarks: Night: Draft >8.5m 2 pilots

030 **Berthing** LOA: Max 198m
Draft: Max. 11.5m (min 15% UKC)
Time: D&N HW-0.5 to LW-1
 D&N HW-0.5 to HW+0.5 when
 outerfoul.
Tugs: 3 incl. 2 est.
Remarks: Starboard side to.
 Day: 1 pilot
 Night: 2 pilots

031 **Unberthing** LOA: Max 198m
Draft: Max. 11.5m (min 15% UKC)
Time: 24 hours
Tugs: 2. If Draft >9m 3
Remarks: Night: Draft >8.5m 2 pilots

040 **Berthing** LOA: Max 250m
Draft: Max. 14.6m (min 15% UKC)
Time: D&N HW-0.5 to LW-1
 D&N HW-0.5 to HW+0.5 when
 outerfoul.
Tugs: 4 incl. 2 est.
Remarks: Starboard side to.
 Day: 1 pilot
 Night: 2 pilots

041 **Unberthing** LOA: Max 250m
Draft: Max. 14.6m (min 15% UKC)
Time: 24 hours
Tugs: 3. If Draft >10m 4
Remarks: Day: 1 pilot
 Night: 2 pilots

050 **Berthing** LOA: Max 262m
Draft: Max. 14.6m (min 15% UKC)
Time: D&N HW-0.5 to HW+0.5
Tugs: 4 incl. 2 est.
Remarks: 2 pilots. Starboard side to.
 Not exceeding 100,000 DWT.

051 **Unberthing** LOA: Max 262m
Draft: Max. 14.6m (min 15% UKC)
Time: 24 hours
Tugs: 3. If Draft >10m 4
Remarks: 2 pilots.

Berthing Guidelines

PAC endorsed on 11 May 2005

Location : HKELECT(S)

Lamma power station SOUTH wharf

(Declared Depth for Channel & Berth 15.5m)

010 **Berthing** LOA: Max 153m
Draft: Max. 9.5m (min 15% UKC)
Time: 24 hours
Tugs: 2
Remarks:

011 **Unberthing** LOA: Max 153m
Draft: Max. 9.5m (min 15% UKC)
Time: 24 hours
Tugs: 2
Remarks:

020 **Berthing** LOA: Max 172m
Draft: Max. 10.66m (min 15% UKC)
Time: D&N HW-0.5 to LW-1
Tugs: 2
Remarks: Starboard side to.
 Day: 1 pilot
 Night: 2 pilots

021 **Unberthing** LOA: Max 172m
Draft: Max. 10.66m (min 15% UKC)
Time: 24 hours
Tugs: 2
Remarks: Night: Draft >8.5m 2 pilots

030 **Berthing** LOA: Max 198m
Draft: Max. 11.5m (min 15% UKC)
Time: D&N HW-0.5 to LW-1
Tugs: 3 incl. 2 est.
Remarks: Starboard side to.
 Day: 1 pilot
 Night: 2 pilots

031 **Unberthing** LOA: Max 198m
Draft: Max. 11.5m (min 15% UKC)
Time: 24 hours
Tugs: 2. If Draft >9m 3
Remarks: Night: Draft >8.5m 2 pilots

040 **Berthing** LOA: Max 250m
Draft: Max. 14.6m (min 15% UKC)
Time: D&N HW-0.5 to LW-1
Tugs: 4 incl. 2 est.
Remarks: Starboard side to.
 Day: 1 pilot
 Night: 2 pilots

041 **Unberthing** LOA: Max 250m
Draft: Max.14.6m(min 15% UKC)
Time: 24 hours
Tugs: 3. If Draft >10m 4
Remarks: Day: 1 pilot
 Night: 2 pilots

050 **Berthing** LOA: Max 262m
Draft: Max. 14.6m (min 15% UKC)
Time: D&N HW-0.5 to HW+0.5
Tugs: 4 incl. 2 est.
Remarks: 2 pilots. Starboard side to.
 Not exceeding 100,000 DWT.

051 **Unberthing** LOA: Max 262m
Draft: Max. 14.6m (min 15% UKC)
Time: 24 hours
Tugs: 3. If Draft >10m 4
Remarks: 2 pilots.

Berthing Guidelines

PAC endorsed on 11 May 2005

Location : JBDGA

Junk Bay DG anchorage

010 **To anchorage** LOA:183m

Draft: Max. 11m (min 10% UKC)

Time: 24 hrs.

Tugs: 1 if D>10m

Remarks:

011 **From** LOA:183m
anchorage

Draft: Max. 11m (min 10% UKC)

Time: 24 hrs.

Tugs: 1 if D>10m

Remarks:

Berthing Guidelines

PAC endorsed on 13 February 2004

Location : KC1235

Kwai Chung berth 1, 2, 3 & 5

(Declared Depth 14.0m)

010 Berthing LOA: Max 130m
Draft: Max. 14.0m + tide – 10% UKC
Time: 24 hrs.
Tugs: 1. If Draft>8m 2
Remarks: Ro-Ro vessel 2 tugs if adverse weather.

011 Unberthing LOA: Max 130m
Draft: Max. 14.0m + 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. 14.0m + tide – 10% UKC
Time: 24 hrs.
Tugs: 2
Remarks:

021 Unberthing LOA: Max 230m
Draft: Max. 14.0m + tide – 10% UKC
Time: 24 hrs.
Tugs: 2
Remarks:

030 Berthing LOA: Max 270m
Draft: Max. 14.0m + 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. 14.0m + tide – 10% UKC
Time: 24 hrs.
Tugs: 2. 1 if bow & stern thrusters fitted.
Remarks:

040 Berthing LOA: Max 350m
Draft: Max. 14.0m + 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. 14.0m + 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.

Berthing Guidelines

PAC endorsed on 13 February 2004

Location : KC46

Kwai Chung berth 4 & 6

(Declared Depth 12.2m)

010 Berthing LOA: Max 130m
Draft: Max. 12.2m + tide – 10% UKC
Time: 24 hrs.
Tugs: 1. If Draft>8m 2
Remarks: Ro-Ro vessel 2 tugs if adverse weather.

011 Unberthing LOA: Max 130m
Draft: Max. 12.2m + 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. 12.2m + tide – 10% UKC
Time: 24 hrs.
Tugs: 2
Remarks:

021 Unberthing LOA: Max 230m
Draft: Max. 12.2m + tide – 10% UKC
Time: 24 hrs.
Tugs: 2
Remarks:

030 Berthing LOA: Max 270m
Draft: Max. 12.2m + 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. 12.2m + tide – 10% UKC
Time: 24 hrs.
Tugs: 2. 1 if bow & stern thrusters fitted.
Remarks:

040 Berthing LOA: Max 350m
Draft: Max. 12.2m + 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. 12.2m + 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

Location : KC78

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 Draft>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 : KC6/O-F

Kwai Chung berth 6 outer-foul

(Declared Depth 12.2m)

010 **Berthing** LOA: Max 250m
Draft: Max.12.2m + tide – 10% UKC
Time: 24 hrs.
Tugs: 2
Remarks: Thrusters not considered

011 **Unberthing** LOA: Max 250m
Draft: Max.12.2m + tide – 10% UKC
Time: 24 hrs.
Tugs: 2
Remarks: Thrusters not considered

020 **Berthing** LOA: Max 290m
Draft: Max.12.2m + tide – 10% UKC
Time: 24 hrs.
Tugs: 3
Remarks: No stern in.
Full length of opposite berth
must be clear.

021 **Unberthing** LOA: Max 290m
Draft: Max.12.2m + tide – 10% UKC
Time: 24 hrs.
Tugs: 2
Remarks: Thrusters not considered

General Remarks:

Please see Chapter 4(1) Berthing Remarks for Kwai Chung Terminals.

Berthing Guidelines

PAC endorsed on 13 February 2004

Location : KC7/O-F

Kwai Chung berth 7 outer-foul

(Declared Depth 14.2m)

010 Berthing LOA: Max 250m
Draft: Max.14.2m + tide – 10% UKC
Time: 24 hrs.
Tugs: 2
Remarks: Thrusters not considered

011 Unberthing LOA: Max 250m
Draft: Max.14.2m + tide – 10% UKC
Time: 24 hrs.
Tugs: 2
Remarks: Thrusters not considered

020 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.

021 Unberthing LOA: Max 290m
Draft: Max.14.2m + tide – 10% UKC
Time: 24 hrs.
Tugs: 2
Remarks: Thrusters not considered

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 Draft>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: L>230m stern in 3 tugs.

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.

Location : KC10-14

Kwai Chung berth 10-14

(Declared Depth 15.5m)

010 **Berthing** LOA: Max 130m
Draft: Max.15.0m + tide – 10% UKC
Time: 24 hrs.
Tugs: 1. If Draft>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: L>230m stern in 3 tugs.

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.

Berthing Guidelines

PAC endorsed on 7 July 1999

Location : KYCA

Kau Yi Chau DG anchorage

010 **To anchorage** LOA: Max 120m

Draft: Max. 7m (min 10% UKC)

Time: 24 hrs.

Tugs:

Remarks:

011 **From anchorage** LOA: Max 120m

Draft: Max. 7m (min 10% UKC)

Time: 24 hrs.

Tugs:

Remarks:

Berthing Guidelines

PAC endorsed on 7 July 1999

Location : LOP

Lok On Pai oil berth

010 **Berthing** LOA: Max 122m
Draft: Max. 8m (min 10% UKC)
Time: Day light only
Tugs: 2
Remarks:

011 **Unberthing** LOA: Max 122m
Draft: Max. 8m (min 10% UKC)
Time: Day light only
Tugs: 2
Remarks:

Berthing Guidelines

PAC endorsed on 7 July 1999

Location : MFT

Macau ferry terminal

010 **Berthing** LOA: Max 120m
Draft: Max. 5m (min 10% UKC)
Time: 24 hrs.
Tugs: 2
Remarks:

011 **Unberthing** LOA: Max 120m
Draft: Max. 5m (min 10% UKC)
Time: 24 hrs.
Tugs: 2
Remarks:

Berthing Guidelines*PAC endorsed on 7 July 1999*

Location : MOBIL

Mobil oil terminal main berth

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.

Berthing Guidelines

PAC endorsed on 7 July 1999

Location : MOBIL-E

Mobil oil terminal east berth

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:

Berthing Guidelines

PAC endorsed on 7 July 1999

Location : MWA

Ma Wan anchorage

010 **To anchorage** LOA: Max 230m
Draft: Max. 12.6m (min 10% UKC)
Time: 24 hrs.
Tugs: 1 if D>10m
Remarks:

011 **From anchorage** LOA: Max 230m
Draft: Max. 12.6m (min 10% UKC)
Time: 24 hrs.
Tugs: 1 if D>10m
Remarks:

020 **To anchorage** LOA: Max 320m
Draft: Max. 12.6m (min 10% UKC)
Time: 24 hrs.
Tugs: 1
Remarks:

021 **From anchorage** LOA: Max 320m
Draft: Max. 12.6m (min 10% UKC)
Time: 24 hrs.
Tugs: 1
Remarks:

Berthing Guidelines

PAC endorsed on 7 July 1999

Location : NLA

North Lamma anchorage

010 **To anchorage** LOA: Max 230m
Draft: Max. 12.9m (min 10% UKC)
Time: 24 hrs.
Tugs: 1 if D>10m
Remarks:

011 **From anchorage** LOA: Max 230m
Draft: Max. 12.9m (min 10% UKC)
Time: 24 hrs.
Tugs: 1 if D>10m
Remarks:

020 **To anchorage** LOA: Max 350m
Draft: Max. 12.9m (min 10% UKC)
Time: 24 hrs.
Tugs: 1
Remarks:

021 **From anchorage** LOA: Max 350m
Draft: Max. 12.9m (min 10% UKC)
Time: 24 hrs.
Tugs: 1
Remarks:

Berthing Guidelines

PAC endorsed on 7 July 1999

Location : NWLA

North West Lamma anchorage

010 **To anchorage** LOA: Max 230m
Draft: Max. 7.5m (min 10% UKC)
Time: 24 hrs.
Tugs:
Remarks:

011 **From anchorage** LOA: Max 230m
Draft: Max. 7.5m (min 10% UKC)
Time: 24 hrs.
Tugs:
Remarks:

020 **To anchorage** LOA: Max 300m
Draft: Max. 7.5m (min 10% UKC)
Time: 24 hrs.
Tugs: 1
Remarks:

021 **From anchorage** LOA: Max 300m
Draft: Max. 7.5m (min 10% UKC)
Time: 24 hrs.
Tugs: 1
Remarks:

Berthing Guidelines*PAC endorsed on 17 January 2003*

Location : OTN

Ocean Terminal north berth

010 **Berthing** LOA: Max 80m
Draft: Max. 7.5m (min 10% UKC)
Time: 24 hrs.
Tugs: 1
Remarks:

011 **Unberthing** LOA: Max 80m
Draft: Max. 7.5m (min 10% UKC)
Time: 24 hrs.
Tugs: 1
Remarks:

020 **Berthing** LOA: Max 130m
Draft: Max. 8.5m (min 10% UKC)
Time: 24 hrs.
Tugs: 2
Remarks:

021 **Unberthing** LOA: Max 130m
Draft: Max. 8.5m (min 10% UKC)
Time: 24 hrs.
Tugs: 2
Remarks:

030 **Berthing** LOA: Max 230m
Draft: Max. 8.5m (min 10% UKC)
Time: 24 hrs.
Tugs: 2
Remarks: Starboard side to.

031 **Unberthing** LOA: Max 230m
Draft: Max. 8.5m (min 10% UKC)
Time: 24 hrs.
Tugs: 2
Remarks:

040 **Berthing** LOA: Max 270m
Draft: Max. 8.5m (min 10% UKC)
Time: D&N LW-1 to HW-1
Tugs: 3 incl. 1 GI est.
Remarks: Starboard side to.

041 **Unberthing** LOA: Max 270m
Draft: Max. 8.5m (min 10% UKC)
Time: 24 hrs.
Tugs: 2 incl. 1 est.
Remarks:

Berthing Guidelines

PAC endorsed on 17 January 2003

Location : OTNO

Ocean Terminal north berth outer-foul

010 **Berthing** LOA: Max 175m

Draft: Max. 7.2m (min 10% UKC)

Time: D&N LW-1 to HW+1

Tugs: 2

Remarks: Starboard side to.

011 **Unberthing** LOA: Max 175m

Draft: Max. 7.2m (min 10% UKC)

Time: D&N LW-1 to HW+1

Tugs: 2

Remarks:

Berthing Guidelines

PAC endorsed on 17 January 2003

Location : OTS

Ocean Terminal south berth

010 **Berthing** LOA: Max 80m
Draft: Max. 7.5m (min 10% UKC)
Time: 24 hrs.
Tugs: 1
Remarks:

011 **Unberthing** LOA: Max 80m
Draft: Max. 7.5m (min 10% UKC)
Time: 24 hrs.
Tugs: 1
Remarks:

020 **Berthing** LOA: Max 130m
Draft: Max. 8m (min 10% UKC)
Time: 24 hrs.
Tugs: 2
Remarks:

021 **Unberthing** LOA: Max 130m
Draft: Max. 8m (min 10% UKC)
Time: 24 hrs.
Tugs: 2
Remarks:

030 **Berthing** LOA: Max 230m
Draft: Max. 10.67m (min 10% UKC)
Time: 24 hrs.
Tugs: 2. If D>10m incl. 1 GI est.
Remarks:

031 **Unberthing** LOA: Max 230m
Draft: Max. 10.67m (min 10% UKC)
Time: 24 hrs.
Tugs: 2. If D>10m incl. 1 est.
Remarks:

040 **Berthing** LOA: Max 270m
Draft: Max. 10.67m (min 10% UKC)
Time: D&N HW-2 to LW+2
Tugs: 3 incl. 1 GI est.
Remarks: Port side to.
 Max Fwd = 9.45m Aft =10.67m.

041 **Unberthing** LOA: Max 270m
Draft: Max. 10.67m (min 10% UKC)
Time: 24 hrs.
Tugs: 2 incl. 1 est.
Remarks: Max Fwd = 9.45m Aft =10.67m.

050 **Berthing** LOA: Max 290m
Draft: Max. 10.67m (min 10% UKC)
Time: D&N HW-2 to LW+1
Tugs: 3 incl. 1 GI est.
Remarks: 2 pilots. Port side to.
 Max Fwd = 9.45m Aft =10.67m.

051 **Unberthing** LOA: Max 290m
Draft: Max. 10.67m (min 10% UKC)
Time: D&N HW-2 to LW+2
Tugs: 2 incl. 1 est.
Remarks: 2 pilots.
 Max Fwd = 9.45m Aft =10.67m.

Berthing Guidelines

PAC endorsed on 17 January 2003

Location : OTSO

Ocean Terminal south berth outer-foul

010 **Berthing** LOA: Max 175m
Draft: Max. 8.5m (min 10% UKC)
Time: 24 hrs.
Tugs: 2
Remarks:

011 **Unberthing** LOA: Max 175m
Draft: Max. 8.5m (min 10% UKC)
Time: 24 hrs.
Tugs: 2
Remarks:

Berthing Guidelines

PAC endorsed on 7 July 1999

Location : PSSA-E

Pun Shan Shek anchorage east

010 **To anchorage** LOA: Max 230m
Draft: Max. 12.6m (min 10% UKC)
Time: 24 hrs.
Tugs: 1 if D>10m
Remarks: Reserved naval anchorage.

011 **From anchorage** LOA: Max 230m
Draft: Max. 12.6m (min 10% UKC)
Time: 24 hrs.
Tugs: 1 if D>10m
Remarks: Reserved naval anchorage.

020 **To anchorage** LOA: Max 320m
Draft: Max. 12.6m (min 10% UKC)
Time: 24 hrs.
Tugs: 1
Remarks: Reserved naval anchorage.

021 **From anchorage** LOA: Max 320m
Draft: Max. 12.6m (min 10% UKC)
Time: 24 hrs.
Tugs: 1
Remarks: Reserved naval anchorage.

Berthing Guidelines

PAC endorsed on 7 July 1999

Location : PSSA-W

Pun Shan Shek anchorage west

010 **To anchorage** LOA: Max 195m
Draft: Max. 11m (min 10% UKC)
Time: If D>8.2m or L>138m day only
Tugs: 1 if D>8.2m or L>138m
Remarks: Reserved naval anchorage.

011 **From anchorage** LOA: Max 195m
Draft: Max. 11m (min 10% UKC)
Time: 24 hrs.
Tugs: 1 if D>8.2m or L>138m
Remarks: Reserved naval anchorage.

Berthing Guidelines

PAC endorsed on 7 July 1999

Location : RDGA

Reserved dangerous goods anchorage

010 **To anchorage** LOA: Max 150m
Draft: Max. 10m (min 10% UKC)
Time: 24 hrs.
Tugs:
Remarks:

011 **From anchorage** LOA: Max 150m
Draft: Max. 10m (min 10% UKC)
Time: 24 hrs.
Tugs:
Remarks:

020 **To anchorage** LOA: Max 195m
Draft: Max. 12.6m (min 10% UKC)
Time: 24 hrs.
Tugs: 1
Remarks:

021 **From anchorage** LOA: Max 195m
Draft: Max. 12.6m (min 10% UKC)
Time: 24 hrs.
Tugs: 1 if D>10m
Remarks:

Berthing Guidelines

PAC endorsed on 7 July 1999

Location : RTT-1

River Trade Terminal No. 1 berth

010 **Berthing** LOA: Max 130m
Draft: Max. 8.5m (min 10% UKC)
Time: 24 hrs.
Tugs: 2 (grade II)
Remarks: Stem to tide when berthing.

011 **Unberthing** LOA: Max 130m
Draft: Max. 8.5m (min 10% UKC)
Time: 24 hrs.
Tugs: 2 (grade II)
Remarks:

020 **Berthing** LOA: Max 175m
Draft: Max. 8.5m (min 10% UKC)
Time: 24 hrs.
Tugs: 2
Remarks: Stem to tide when berthing.

021 **Unberthing** LOA: Max 175m
Draft: Max. 8.5m (min 10% UKC)
Time: 24 hrs.
Tugs: 2
Remarks:

Berthing Guidelines

PAC endorsed on 11 April 2002

Location : RTT-2

River Trade Terminal No.2 berth

010 **Berthing** LOA: Max 130m
Draft: Max. 8.5m (min 10% UKC)
Time: 24 hrs.
Tugs: 2 (grade II)
Remarks: Starboard side to only and no
 outer-foul.

011 **Unberthing** LOA: Max 130m
Draft: Max. 8.5m (min 10% UKC)
Time: 24 hrs.
Tugs: 2 (grade II)
Remarks: No outer-foul.

020 **Berthing** LOA: Max 150m
Draft: Max. 8.5m (min 10% UKC)
Time: 24 hrs.
Tugs: 2
Remarks: Starboard side to only and no
 outer-foul.

021 **Unberthing** LOA: Max 150m
Draft: Max. 8.5m (min 10% UKC)
Time: 24 hrs.
Tugs: 2
Remarks: No outer-foul.

Berthing Guidelines

PAC endorsed on 7 July 1999

Location : SEATRIAL

Sea trial, compass adjustment and DF calibration

010 **Berthing** LOA: Max
Draft: Max. (min 10% UKC)
Time: Day light only
Tugs:
Remarks:

011 **Unberthing** LOA: Max
Draft: Max. (min 10% UKC)
Time: Day light only
Tugs:
Remarks:

1. Agent has to advise the length of time required.
2. Agent has to provide sea trial permit number.
3. It is recommended to start in the morning to avoid undue delay.
4. Water at South of Lamma Island and West of Lamma Island will be a suitable location to carry out sea trial, compass adjustment and DF calibration.
5. Vessel should comply with the tug requirement when proceeding in and out from the respective anchorage.

Berthing Guidelines

PAC endorsed on 25 September 2001

Location : SHACHAU

Sha Chau oil terminal (TSK)

010 **Berthing** LOA: Max 80m
Draft: Max. 7m (min 10% UKC)
Time: D&N LW to HW+2 @ berth
Tugs: 2 (grade II)

Remarks: Thrusters not considered.

011 **Unberthing** LOA: Max 80m
Draft: Max. 7m (min 10% UKC)
Time: 24 hrs.
Tugs: 2 (grade II). 1 if bow thruster
 >300 HP

Remarks:

020 **Berthing** LOA: Max 120m
Draft: Max. 7m (min 10% UKC)
Time: D&N LW+1 to HW+1 @ berth
Tugs: 2

Remarks: Stem to tide for berthing.
 Thrusters not considered.

021 **Unberthing** LOA: Max 120m
Draft: Max. 7m (min 10% UKC)
Time: 24 hrs.
Tugs: 2. 1 if bow thruster >300 HP

Remarks:

030 **Berthing** LOA: Max 120m
Draft: Max. 7.5m (min 10% UKC)
Time: Day HW to HW+1 @ berth
Tugs: 2

Remarks: Stem to tide for berthing.
 Thrusters not considered.

031 **Unberthing** LOA: Max 120m
Draft: Max. 7.5m (min 10% UKC)
Time: D&N HW-2 to HW+1 @ berth
Tugs: 2. 1 if bow thruster >300 HP

Remarks:

Berthing Guidelines*PAC endorsed on 5 September 2003*

Location : SHELL

Shell oil terminal 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+2
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. 14.5m (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. 14.5m (min 10% UKC)
Time: 24 hrs.
Tugs: 2
Remarks:

050 **Berthing** LOA: Max 245m
Draft: Max. 14.5m (min 10% UKC)
Time: D&N HW to HW+1 &
 D&N LW+2
Tugs: 4 incl. 1 GI est.
 If Draft<13m 3 incl. 1 GI est.
Remarks: 2 pilots.
 Starboard side to.

051 **Unberthing** LOA: Max 245m
Draft: Max. 14.5m (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 7 July 1999

Location : SHELL-1E

Shell No.1 east & west berth

010 **Berthing** LOA: Max 100m
Draft: Max. 6.5m (min 10% UKC)
Time: Day light only
Tugs: 2 (grade II)
Remarks: Not to be replaced by 1 (grade I)
 tug. Opposite berth must vacant
 when berthing.

011 **Unberthing** LOA: Max 100m
Draft: Max. 6.5m (min 10% UKC)
Time: 24 hrs.
Tugs: 2 (grade II)
Remarks: Not to be replaced by 1 (grade I)
 tug.

Berthing Guidelines

PAC endorsed on 7 July 1999

Location : SHELL-2E

Shell No. 2 & 3 east & west berth

010 **Berthing** LOA: Max 90m
Draft: Max. 6.5m (min 10% UKC)
Time: Day light only
Tugs: 2 (grade II)
Remarks: Not to be replaced by 1 (grade I)
 tug. Opposite berth must vacant
 when berthing.

011 **Unberthing** LOA: Max 90m
Draft: Max. 6.5m (min 10% UKC)
Time: 24 hrs.
Tugs: 2 (grade II)
Remarks: Not to be replaced by 1 (grade I)
 tug.

Berthing Guidelines

PAC endorsed on 7 July 1999

Location : SHELL-LPG

Shell oil terminal LPG berth

010 **Berthing** LOA: Max 135m

Draft: Max. 8m (min 10% UKC)

Time: D&N HW-1 to HW+2 &
 D&N LW to LW+2

Tugs: 2

Remarks: Port side to.

011 **Unberthing** LOA: Max 135m

Draft: Max. 8m (min 10% UKC)

Time: 24 hrs.

Tugs: 2

Remarks:

Berthing Guidelines

PAC endorsed on 7 July 1999

Location : SLA

Anchorage south of Lamma Island

010 **To anchorage** LOA: Max 350m
Draft: Max. 16.8m (min 10% UKC)
Time: 24 hrs.
Tugs: 1
Remarks:

011 **From anchorage** LOA: Max 350m
Draft: Max. 16.8m (min 10% UKC)
Time: 24 hrs.
Tugs: 1
Remarks:

Location : SWSTL

Shiu Wing steel wharf (TSK)

*Restricted transit period @ Mawan = Current Against >2.5 knots / With >1.5 knots
(per current info. supplied by HYDRO office)
Time @ berth (berthing) from URMA : inform Duty Pilot*

010 **Berthing** LOA: Max 168m
Draft: Max. 10m (min 10% UKC)
Time: Day light only
Tugs: 2.
Remarks: Stem to tide for berthing.

011 **Unberthing** LOA: Max 168m
Draft: Max. 10m (min 10% UKC)
Time: Day light only
Tugs: 2.
Remarks:

020 **Berthing** LOA: Max 183m
Draft: Max. 11.5m (min 10% UKC)
Time: Day light only
Draft>10m Day HW+1 to HW+3
& Day LW-1 to LW+1.5 @
Mawan
Tugs: 2. 1 escort @ Mawan if
Draft>10m.
Remarks: 2 pilots.
Stem to tide for berthing.

021 **Unberthing** LOA: Max 183m
Draft: Max. 11.5m (min 10% UKC)
Time: Day light only
Draft>10m subject to current
condition @ Mawan Day only
Tugs: 2. 1 escort @ Mawan if
Draft>10m.
Remarks: 2 pilots.

030 **Berthing** LOA: Max 200m
Draft: Max. 11.5m (min 10% UKC)
Time: Day HW+1 to HW+3 &
Day LW-1 to LW+1.5 @ Mawan
Tugs: 3 incl. 1 @ Mawan est.
From URMA: 3 incl. 1 escort
from URMA to berth
Remarks: 2 pilots.
Stem to tide for berthing.

031 **Unberthing** LOA: Max 200m
Draft: Max. 11.5m (min 10% UKC)
Time: Subject to current condition @
Mawan Day only
Tugs: 2 incl. 1 @ Mawan est.
To URMA: 2 incl. 1 escort from
berth to URMA
Remarks: 2 pilots.

Location : THA

Tolo harbour anchorage

010 To anchorage LOA: Max 150m
Draft: Max. 8m (min 10% UKC)
Time: 24 hrs.
Tugs:
Remarks: Vessel from Tolo harbour to TSK or vice versa must change pilot at Ngan Chau.

011 From anchorage LOA: Max 150m
Draft: Max. 8m (min 10% UKC)
Time: 24 hrs.
Tugs:
Remarks: Vessel from Tolo harbour to TSK or vice versa must change pilot at Ngan Chau.

020 To anchorage LOA: Max 180m
Draft: Max. 11m (min 10% UKC)
Time: Day light only
Tugs: If L>168m or D>9.15m 1 est. from Chik Chau
Remarks: Not for dead ship.
Vessel from Tolo harbour to TSK or vice versa must change pilot at Ngan Chau.

021 From anchorage LOA: Max 180m
Draft: Max. 11m (min 10% UKC)
Time: Day light only
Tugs: If L>168m or D>9.15m 1 est. to Chik Chau
Remarks: Vessel from Tolo harbour to TSK or vice versa must change pilot at Ngan Chau.

Berthing Guidelines

PAC endorsed on 5 September 2003

Location : TOW

Ship under tow

010 **Towing** LOA: Max 183m
Draft: Max. 8.5m (min 10% UKC)
Time: 24 hrs.
Tugs: 2. If Draft>8m 3.
 (Thrusters not considered)
Remarks: See General Remarks.

020 **Towing** LOA: Max 214m
Draft: Max. 9.5m (min 10% UKC)
Time: See General Remarks.
Tugs: 3. (Thrusters not considered)
Remarks:

030 **Towing** LOA: Max 290m
Draft: Max. 14m (min 10% UKC)
Time: See General Remarks.
Tugs: 4. (Thrusters not considered)
Remarks: 2 pilots.

General Remarks:

- A) 2 pilots required if towing time exceed 5 hours.
- B) **TOLO HARBOUR:** subject to suitable towing arrangement and weather condition.
- C) Vessel or barge under tow **TRANSIT MAWAN;** (Max. air draft 53m)
 - 1) Inform VTC well in advance.
 - 2) Tow LOA>183m prior consultation/meeting with VTC is required.
 - 3) 2 pilots required if LOA>168m.
 - 4) For inbound ships under tow to ShenZhen ports via Mawan, the ocean tug and the tow shall be considered as one unit without the need for disconnection.
 - 5) Subject to current condition @ Mawan:
 - LOA≤230m: **RESTRICTED TRANSIT PERIOD** @ Mawan = Current Against >2.5 Knots / With>1.5 Knots.
 - LOA>230m: **RESTRICTED TRANSIT PERIOD** @ Mawan = Current Against >1.5 Knots / With>0.5 Knots.
 - 6) LOA ≥198m or Draft ≥ 8.5m or speed less than 5.0 knots, daylight transit only.
 - 7) LOA>290m to be approved case by case or requires additional tug as deemed necessary.

Location : TOW-BERTH

Ship under tow to/from berth

010 **Berthing** LOA: Max 110m
Draft: Max. 6.0m (min 10% UKC)
Time: 24 hrs.
Tugs: 2 (Thrusters not considered)
Remarks:

011 **Unberthing** LOA: Max 110m
Draft: Max. 6.0m (min 10% UKC)
Time: 24 hrs.
Tugs: 2 (Thrusters not considered)
Remarks:

020 **Berthing** LOA: Max 214m
Draft: Max. 9.5m (min 10% UKC)
Time: 24 hrs.
Tugs: 3 (Thrusters not considered)

Remarks: No wedge in KC5E.

021 **Unberthing** LOA: Max 214m
Draft: Max. 9.5m (min 10% UKC)
Time: 24 hrs.
Tugs: 2. If D>8m 3
 (Thrusters not considered)

Remarks:

030 **Berthing** LOA: Max 320m
Draft: Max. 13.8m (min 10% UKC)
Time: D&N slack water
Tugs: 4 (thrusters not considered)
Remarks: 2 pilots.
 Sufficient F&A clearance.
 Subject to any one of the
 executive director' s decision.

031 **Unberthing** LOA: Max 320m
Draft: Max. 13.8m (min 10% UKC)
Time: D&N slack water
Tugs: 4 (thrusters not considered)
Remarks: 2 pilots.
 Sufficient F&A clearance.
 Subject to any one of the
 executive director' s decision.

Location : TPGAS

Tolo harbour Town Gas wharf

* Day light / POB : Berthing & Unberthing
From (Sunrise) to (90 mins before Sunset)

010 **Berthing** LOA: Max 122m
Draft: Max. 7.5m (min 10% UKC)
Time: Day light only *
Tugs: 2 (grade II)
Remarks: Vessel from Tolo harbour to TSK or vice versa must change pilot at Ngan Chau.

011 **Unberthing** LOA: Max 122m
Draft: Max. 7.5m (min 10% UKC)
Time: Day light only *
Tugs: 2 (grade II)
Remarks: Vessel from Tolo harbour to TSK or vice versa must change pilot at Ngan Chau.

020 **Berthing** LOA: Max 198m
Draft: Max. 11m (min 10% UKC)
Time: Day light only *
Tugs: 2. L>168m or D>9.15m 1 est. from Chik Chau
Remarks: Vessel from Tolo harbour to TSK or vice versa must change pilot at Ngan Chau.

021 **Unberthing** LOA: Max 198m
Draft: Max. 11m (min 10% UKC)
Time: Day light only *
Tugs: 2. L>168m or D>9.15m 1 est. to Chik Chau
Remarks: Vessel from Tolo harbour to TSK or vice versa must change pilot at Ngan Chau.

030 **Berthing** LOA: Max 228m
Draft: Max. 11m (min 10% UKC)
Time: Day light only *
Tugs: 3. 2 est. from Chik Chau
Remarks: 2 pilots.
Vessel from Tolo harbour to TSK or vice versa must change pilot at Ngan Chau.

031 **Unberthing** LOA: Max 228m
Draft: Max. 11m (min 10% UKC)
Time: Day light only *
Tugs: 3. 2 est. to Chik Chau
Remarks: 2 pilots.
Vessel from Tolo harbour to TSK or vice versa must change pilot at Ngan Chau.

Location : TYD

Floating docks west of T/Y Island

010 **Berthing** LOA: Max 183m
Draft: Max. 8.5m (min 10% UKC)
Time: 24 hrs.
Tugs: 2 if in tow
Remarks: In tow thrusters not considered

011 **Unberthing** LOA: Max 183m
Draft: Max. 8.5m (min 10% UKC)
Time: 24 hrs.
Tugs: 2 if in tow
Remarks: In tow thrusters not considered

020 **Berthing** LOA: Max 198m
Draft: Max. 8.5m (min 10% UKC)
Time: 24 hrs.
Tugs: 3 if in tow
Remarks: In tow thrusters not considered

021 **Unberthing** LOA: Max 198m
Draft: Max. 8.5m (min 10% UKC)
Time: 24 hrs.
Tugs: 3 if in tow
Remarks: In tow thrusters not considered

030 **Berthing** LOA: Max 265m
Draft: Max. 8.5m (min 10% UKC)
Time: Dock master's advice.
 Preferably slack water if in tow.
Tugs: 1 @ GI est. 4 if in tow.
Remarks: In tow 2 pilots.
 In tow thrusters not considered.
 Min. draft sufficient propeller
 immersion.

031 **Unberthing** LOA: Max 265m
Draft: Max. 8.5m (min 10% UKC)
Time: Dock master's advice.
 Preferably slack water if in tow.
Tugs: 1 @ POB est. 4 if in tow.
Remarks: In tow 2 pilots.
 In tow thrusters not considered.
 Min. draft sufficient propeller
 immersion.

040 **Berthing** LOA: Max 270m
Draft: Max. 8m (min 10% UKC)
Time: Dock master's advice.
 Preferably slack water if in tow.
Tugs: 1 @ GI est. 4 if in tow.
Remarks: 2 pilots if in tow.
 In tow thrusters not considered.
 Min. draft sufficient propeller
 immersion.

041 **Unberthing** LOA: Max 270m
Draft: Max. 8m (min 10% UKC)
Time: Dock master's advice.
 Preferably slack water if in tow.
Tugs: 1 @ POB est. 4 if in tow.
Remarks: 2 pilots if in tow.
 In tow thrusters not considered.
 Min. draft sufficient propeller
 immersion.

Berthing Guidelines

PAC endorsed on 5 September 2003

Location : URMPS/URMA

**Transit Mawan – Bulker & Tanker
(All vessels other than passenger & container ship)***LOA 230m : Restricted transit period @ Mawan = Current Against >2.5 knots / With >1.5 knots**LOA>230m : Restricted transit period @ Mawan = Current Against >1.5 knots / With >0.5 knots**(per current info. supplied by HYDRO office)**Transit @ Mawan : Day = (Sunrise – 30mins.) To (Sunset + 30mins.)*

010 **N. bound** LOA: Max 153m
Draft: Max. 11m (min 10% UKC)
Time: 24 hrs.
Tugs:
Remarks:

011 **S. bound** LOA: Max 153m
Draft: Max. 11m (min 10% UKC)
Time: 24 hrs.
Tugs:
Remarks:

020 **N. bound** LOA: Max 183m
Draft: Max. 12m (min 10% UKC)
Time: 24 hrs.
Draft>10m subject to current condition @ Mawan
Tugs: 1 escort @ Mawan if Draft>10m.
Remarks:

021 **S. bound** LOA: Max 183m
Draft: Max. 12m (min 10% UKC)
Time: 24 hrs.
Draft>10m subject to current condition @ Mawan
Tugs: 1 escort @ Mawan if Draft>10m.
Remarks:

030 **N. bound** LOA: Max 198m
Draft: Max. 12.5m (min 10% UKC)
Time: Subject to current condition @ Mawan
Tugs: 1 escort @ Mawan for Mawan Transit
To URMA: +1 @ URMA if Draft>10m.
Remarks: Day: 1 pilot
Night: 2 pilots

031 **S. bound** LOA: Max 198m
Draft: Max. 12.5m (min 10% UKC)
Time: Subject to current condition @ Mawan
Tugs: 1 escort @ Mawan for Mawan Transit
From URMA: +1 @ URMA if Draft>10m.
Remarks: Day: 1 pilot
Night: 2 pilots

040 **N. bound** LOA: Max 230m
Draft: Max. 13m (min 10% UKC)
Time: Subject to current condition @ Mawan
Draft>12.5m day transit only
Tugs: 1 escort @ Mawan for Mawan Transit
To URMA: +1 @ URMA if Draft>10m.
Remarks: 2 pilots.

041 **S. bound** LOA: Max 230m
Draft: Max. 13m (min 10% UKC)
Time: Subject to current condition @ Mawan
Draft>12.5m day transit only
Tugs: 1 escort @ Mawan for Mawan Transit
From URMA: +1 @ URMA if Draft>10m.
Remarks: 2 pilots.

General Remarks: Thrusters not considered.

Location : URMPS/URMA

**Transit Mawan – Bulker & Tanker
(All vessels other than passenger & container ship)***LOA 230m : Restricted transit period @ Mawan = Current Against >2.5 knots / With >1.5 knots**LOA>230m : Restricted transit period @ Mawan = Current Against >1.5 knots / With >0.5 knots**(per current info. supplied by HYDRO office)**Transit @ Mawan : Day = (Sunrise – 30mins.) To (Sunset + 30mins.)*

050 **N. bound** LOA: Max 255m
Draft: Max. 14m (min 10% UKC)
Time: Day light only
 Subject to current condition @
 Mawan
Tugs: 1 escort @ Mawan for Mawan
 Transit; from GI if Draft>10m.
 To URMA: 1 escort @ Mawan for
 Mawan Transit +1 @ URMA; 1
 escort from GI through to URMA
 if Draft>10m.

Remarks: 2 pilots.

051 **S. bound** LOA: Max 255m
Draft: Max. 14m (min 10% UKC)
Time: Day light only
 Subject to current condition @
 Mawan
Tugs: 1 escort @ Mawan for Mawan
 Transit.
 From URMA: 1 escort @ Mawan
 for Mawan Transit; from URMA
 if Draft>10m.

Remarks: 2 pilots.

060 **N. bound** LOA: Max 280m
Draft: Max. 16.8m (min 10% UKC)
Time: Day light only
 Subject to current condition @
 Mawan
Tugs: 1 escort from GI for Mawan
 Transit; +1 @ Mawan if
 Draft>14m.
 To URMA: 1 escort from GI to
 URMA; +1 from Mawan to
 URMA if Draft>14m.

Remarks: 2 pilots.

061 **S. bound** LOA: Max 280m
Draft: Max. 16.8m (min 10% UKC)
Time: Day light only
 Subject to current condition @
 Mawan
Tugs: 1 escort @ Mawan for Mawan
 Transit; 2 if Draft>14m.
 From URMA: 1 escort from
 URMA for Mawan Transit; +1 @
 Mawan if Draft>14m.

Remarks: 2 pilots.

General Remarks: Thrusters not considered.

Berthing Guidelines

PAC endorsed on 5 September 2003

Location : URMPS-C/URMA-C **Transit Mawan – Passenger & Container ship**

*Restricted transit period @ Mawan = Current Against >3 knots / With >2 knots
(per current info. supplied by HYDRO office)*

Transit @ Mawan : Day = (Sunrise – 30mins.) To (Sunset + 30mins.)

010 **N. bound** LOA: Max 183m
Draft: Max. 12m (min. 10% UKC)
Time: 24 hrs.
Draft>10m subject to current
condition @ Mawan
Tugs:
Remarks:

011 **S. bound** LOA: Max 183m
Draft: Max. 12m (min. 10% UKC)
Time: 24 hrs.
Draft>10m subject to current
condition @ Mawan
Tugs:
Remarks:

020 **N. bound** LOA: Max 230m
Draft: Max. 12.5m (min. 10% UKC)
Time: Subject to current condition @
Mawan
Tugs:
Remarks: Day: 1 pilot
Night: 2 pilots

021 **S. bound** LOA: Max 230m
Draft: Max. 12.5m (min. 10% UKC)
Time: Subject to current condition @
Mawan
Tugs:
Remarks: Day: 1 pilot
Night: 2 pilots

030 **N. bound** LOA: Max 250m
Draft: Max. 13m (min. 10% UKC)
Time: Subject to current condition @
Mawan
Tugs: 1 escort @ Mawan for Mawan
Transit.
To URMA: +1 @ URMA (tug
@ URMA exempted for vessels
with thrusters).
Remarks: 2 pilots.

031 **S. bound** LOA: Max 250m
Draft: Max. 13m (min. 10% UKC)
Time: Subject to current condition @
Mawan
Tugs: 1 escort @ Mawan for Mawan
Transit.
From URMA: +1 @ URMA (tug
@ URMA exempted for vessels
with thrusters).
Remarks: 2 pilots.

040 **N. bound** LOA: Max 280m
Draft: Max. 13.5m (min. 10% UKC)
Time: Subject to current condition @
Mawan
Tugs: 1 escort from Kellett buoy for
Mawan Transit.
To URMA: +1 @ URMA (tug
@ URMA exempted for vessels
with thrusters).
Remarks: 2 pilots.

041 **S. bound** LOA: Max 280m
Draft: Max. 13.5m (min. 10% UKC)
Time: Subject to current condition @
Mawan
Tugs: 1 escort @ Mawan for Mawan
Transit.
From URMA: +1 @ URMA (tug
@ URMA exempted for vessels
with thrusters).
Remarks: 2 pilots.

Berthing Guidelines

PAC endorsed on 5 September 2003

Location : URMPS-C/URMA-C **Transit Mawan – Passenger & Container ship**

*Restricted transit period @ Mawan = Current Against >3 knots / With >2 knots
(per current info. supplied by HYDRO office)
Transit @ Mawan : Day = (Sunrise – 30mins.) To (Sunset + 30mins.)*

050 **N. bound** LOA: Max 310m
Draft: Max. 14.5m (min. 10% UKC)
Time: Subject to current condition @ Mawan
Tugs: 1 escort from Kellett buoy for Mawan Transit.
To URMA: +1 @ URMA (tug @ URMA exempted for vessels with thrusters and Draft≤13.5m. Thrusters not considered if Draft>13.5m).
Remarks: 2 pilots.

051 **S. bound** LOA: Max 310m
Draft: Max. 14.5m (min. 10% UKC)
Time: Subject to current condition @ Mawan
Tugs: 1 escort @ Mawan for Mawan Transit.
From URMA: +1 @ URMA (tug @ URMA exempted for vessels with thrusters).
Remarks: 2 pilots.

Berthing Guidelines

PAC endorsed on 7 July 1999

Location : WA-1

Western anchorage No.1

010 **To anchorage** LOA: Max 120m
Draft: Max. 7.5m (min 10% UKC)
Time: 24 hrs.
Tugs:
Remarks:

011 **From anchorage** LOA: Max 120m
Draft: Max. 7.5m (min 10% UKC)
Time: 24 hrs.
Tugs:
Remarks:

Berthing Guidelines

PAC endorsed on 7 July 1999

Location : WA-2

Western anchorage No.2

010 **To anchorage** LOA: Max 230m
Draft: Max. 12.6m (min 10% UKC)
Time: 24 hrs.
Tugs: 1 if D>10m
Remarks:

011 **From anchorage** LOA: Max 230m
Draft: Max. 12.6m (min 10% UKC)
Time: 24 hrs.
Tugs: 1 if D>10m
Remarks:

020 **To anchorage** LOA: Max 350m
Draft: Max. 12.6m (min 10% UKC)
Time: 24 hrs.
Tugs: 1
Remarks:

021 **From anchorage** LOA: Max 350m
Draft: Max. 12.6m (min 10% UKC)
Time: 24 hrs.
Tugs: 1
Remarks:

Berthing Guidelines

PAC endorsed on 7 July 1999

Location : WA-3

Western anchorage No.3

010 **To anchorage** LOA: Max 230m
Draft: Max. 12.6m (min 10% UKC)
Time: 24 hrs.
Tugs: 1 if D>10m
Remarks:

011 **From anchorage** LOA: Max 230m
Draft: Max. 12.6m (min 10% UKC)
Time: 24 hrs.
Tugs: 1 if D>10m
Remarks:

020 **To anchorage** LOA: Max 350m
Draft: Max. 12.6m (min 10% UKC)
Time: 24 hrs.
Tugs: 1
Remarks:

021 **From anchorage** LOA: Max 350m
Draft: Max. 12.6m (min 10% UKC)
Time: 24 hrs.
Tugs: 1
Remarks:

Berthing Guidelines

PAC endorsed on 7 July 1999

Location : WQA

Western Quarantine anchorage

010 **To anchorage** LOA: Max 180m
Draft: Max. 10.7m (min 10% UKC)
Time: 24 hrs.
Tugs: 1 if D>10m
Remarks: If D>10.7m anchor to WA.
 If L>180m anchor to WA.

011 **From anchorage** LOA: Max 180m
Draft: Max. 10.7m (min 10% UKC)
Time: 24 hrs.
Tugs: 1 if D>10m
Remarks:

Berthing Guidelines

PAC endorsed on 25 September 2001

Location : YMTA

Yau Ma Tei anchorage

010 **To anchorage** LOA: Max 100m
Draft: Max. 5.50m (min 10% UKC)
Time: 24 hrs.
Tugs:
Remarks:

011 **From anchorage** LOA: Max 100m
Draft: Max. 5.50m (min 10% UKC)
Time: 24 hrs.
Tugs:
Remarks:

Berthing Guidelines

PAC endorsed on 5 September 2003

Location : YOD

Yam O floating dock*LOA 230m : Restricted transit period @ Mawan = Current Against >2.5 knots / With >1.5 knots**LOA>230m : Restricted transit period @ Mawan = Current Against >1.5 knots / With >0.5 knots**(per current info. supplied by HYDRO office)**Transit @ Mawan : Day = (Sunrise – 30mins.) To (Sunset + 30mins.)***010 Berthing** LOA: Max 183m**Draft:** Max. 8.5m (min 10% UKC)**Time:** 24 hrs.**Tugs:****Remarks:** If under tow: LOA>168m 2 pilots.**020 Berthing** LOA: Max 198m**Draft:** Max. 8.5m (min 10% UKC)**Time:** Subject to current condition @ Mawan**Tugs:** 1 @ Mawan est.**Remarks:** Day: 1 pilot, Night: 2 pilots**030 Berthing** LOA: Max 265m**Draft:** Max. 8.5m (min 10% UKC)**Time:** Day
Subject to current condition @ Mawan**Tugs:** 1 tug @ Mawan est., if LOA >230m est. from GI to Mawan**Remarks:** 2 pilots. Max. air draft 53m.
Min. draft sufficient propeller immersion.**040 Berthing** LOA: Max 300m**Draft:** Max. 8m (min 10% UKC)**Time:** Day
Subject to current condition @ Mawan**Tugs:** 1 @ GI est. to Mawan**Remarks:** 2 pilots. Max. air draft 53m.
Min. draft sufficient propeller immersion.**011 Unberthing** LOA: Max 183m**Draft:** Max. 8.5m (min 10% UKC)**Time:** 24 hrs.**Tugs:****Remarks:** If under tow: LOA>168m 2 pilots.**021 Unberthing** LOA: Max 198m**Draft:** Max. 8.5m (min 10% UKC)**Time:** Subject to current condition @ Mawan**Tugs:** 1 @ Mawan est.**Remarks:** Day: 1 pilots, Night: 2 pilots**031 Unberthing** LOA: Max 265m**Draft:** Max. 8.5m (min 10% UKC)**Time:** Day
Subject to current condition @ Mawan**Tugs:** 1 tug @ Mawan est., if LOA >230m est. from POB to GI**Remarks:** 2 pilots. Max. air draft 53m.
Min. draft sufficient propeller immersion.**041 Unberthing** LOA: Max 300m**Draft:** Max. 8m (min 10% UKC)**Time:** Day
Subject to current condition @ Mawan**Tugs:** 1 @ POB est. to GI**Remarks:** 2 pilots. Max. air draft 53m.
Min. draft sufficient propeller immersion.**General Remarks:**

- 1) When **SHIP UNDER TOW**, separate BGL for ship under tow should be applied.
- 2) LOA>230m 1 tug @ Yam O if anchor.
- 3) Thrusters not considered.
- 4) When vessel inbound or outbound via west of Urmston Road without Mawan transit and not under tow, one pilot only.

Berthing Guidelines

PAC endorsed on 7 July 1999

Location : YUENFAT

Yuen Fat wharf No.2 berth

010 Berthing LOA: Max 70m
Draft: Max. 6.7m (min 10% UKC)
Time: Day light only
Tugs: 2 (grade II)
Remarks: Not to be replaced by 1 (grade 1) tug.
Port side to.

011 Unberthing LOA: Max 70m
Draft: Max. 6.7m (min 10% UKC)
Time: 24 hrs.
Tugs: 2 (grade II)
Remarks: Not to be replaced by 1 (grade 1) tug.

020 Berthing LOA: Max 153m
Draft: Max. 6.7m (min 10% UKC)
Time: Day light only
Tugs: 2
Remarks: Port side to.

021 Unberthing LOA: Max 153m
Draft: Max. 6.7m (min 10% UKC)
Time: Day any time, night HW only.
Tugs: 2
Remarks:

(1) Records as of 7 July 1999 – filing by page number

Description	Original version (Sept. 1998) Page no.	New edition (July 1999) Page no.	Date of PAC Approval	Remarks
Location: RTT-1	---	55 of 81	3 Feb. 1999	
Location: RTT-2	---	56 of 81	3 Feb. 1999	
Pilotage Advisory Committee	3-1	4 of 81	23 Apr. 1999	
Berthing Remarks	4-1,2	5 to 6 of 81	23 Apr. 1999	
Location: SHACHAU	A-39	57 of 81	23 Apr. 1999	
Index	1-1,2	1 to 2 of 81	7 July 1999	Updated
Tugs Information	6-1	8 of 81	7 July 1999	Updated
Berth/Wharf/Terminal Information	8-1	10 of 81	7 July 1999	Updated
Course, Distance & Lights Information	9-1,7	---	7 July 1999	Cancelled
Tidal & Current Information	10-1,2	---	7 July 1999	Cancelled
Miscellaneous	12-1	12 of 81	7 July 1999	Updated
Government Mooring Buoys	13-1	13 of 81	7 July 1999	Updated
Location: BUOY	A-1	15 of 81	7 July 1999	
Location: CCEMENT	A-2	16 of 81	7 July 1999	
Location: CFT	A-3	17 of 81	7 July 1999	
Location: CLPTSK	A-4	18 of 81	7 July 1999	
Location: EUROASIA	A-18	32 of 81	7 July 1999	
Location: HKELECT	A-20	34 of 81	7 July 1999	
Location: KC 1-8	A-22	36 of 81	7 July 1999	

Description	Original version (Sept. 1998) Page no.	New edition (July 1999) Page no.	Date of PAC Approval	Remarks
Location: KC 9-14	A-24	38 of 81	7 July 1999	
Location: MFT	---	41 of 81	7 July 1999	Initial release
Location: OTNO	A-33	48 of 81	7 July 1999	
Location: OTS	A-34	49 of 81	7 July 1999	
Location: RDGA	A-38	53 of 81	7 July 1999	
Location: SEATRIAL	---	56 of 81	7 July 1999	Initial release
Location: SHELL-LPG	A-43	61 of 81	7 July 1999	
Location: SLA	---	62 of 81	7 July 1999	Initial release
Location: SWSTL	A-44	63 of 81	7 July 1999	
Location: THA	A-45	64 of 81	7 July 1999	
Location: TOW	A-47	66 of 81	7 July 1999	
Location: TSK	A-50	69 of 81	7 July 1999	
Location: TSKA	A-52	71 of 81	7 July 1999	
Location: UNITEDK TYD (renamed)	A-53	72 of 81	7 July 1999	
Location: YOD	A-59	78 of 81	7 July 1999	
Location: YULN3DK	A-61	---	7 July 1999	Cancelled
Amendment Log Sheet	---	80-81 of 81	7 July 1999	Initial release

(2) Records as of 11 April 2002 – filing by Chapter / Location Code

Description	Edition (July 1999) Page no.	Date of PAC Endorsement	Remarks
Location: OTNO	48 of 81	26 Jan. 2000	
Chapter: 11 GMB	13 of 81	16 Mar. 2000	
Location: SHACHAU	57 of 81	16 Mar. 2000	
Location: SHACHAU	57 of 81	23 Feb. 2001	
Location: SHACHAU	57 of 81	25 Sep. 2001	
Location: YMTA	77 of 81	25 Sep. 2001	
Chapter: 4 BERTHING REMARKS (1) Kwai Chung Terminal	5-6 of 81	25 Sep. 2001	
Location: HKELECT(N)	34 of 81	4 Dec. 2001	
Location: HKELECT(S)	--	4 Dec. 2001	Initial release
Chapter: 1 Berthing Guidelines MAIN INDEX	1 -2 of 81	11 Apr. 2002	
Chapter: 5 List of Important Telephone Numbers	7 of 81	11 Apr. 2002	
Chapter: 6 Tugs Information	8 of 81	11 Apr. 2002	
Chapter: 8 Berth/Wharf/Terminal Information	10 of 81	11 Apr. 2002	
Chapter: 9 Typhoon Procedure	11 of 81	11 Apr. 2002	
Chapter: 10 Miscellaneous	12 of 81	11 Apr. 2002	
Chapter: 11 Government Mooring Buoys	13 of 81	11 Apr. 2002	
Chapter: 12 Index page	14 of 81	11 Apr. 2002	
Location: BUOY	15 of 81	11 Apr. 2002	
Location: KC9-14	38 of 81	11 Apr. 2002	
Location: RTT-2	55 of 81	11 Apr. 2002	
Chapter: 13 Amendment Log Sheet	80 of 81	11 Apr. 2002	

(3) Records as of 17 January 2003 – filing by Chapter / Location Code

Description	Edition (July 1999) Page no.	Date of PAC Endorsement	Remarks
Chapter: 2 General remarks	3 of 81	17 January 2003	
Chapter: 4 BERTHING REMARKS (1) Kwai Chung Terminal	-	17 January 2003	
Chapter: 11 Government Mooring Buoys	-	17 January 2003	
Location: BUOY	-	17 January 2003	
Location: KC1-8	36 of 81	17 January 2003	
Location: KC6-7/O-F	-	17 January 2003	
Location: KC9-14	-	17 January 2003	
Location: OTN Ocean Terminal north berth	47 of 81	17 January 2003	
Location: OTNO Ocean Terminal north berth outer-foul	-	17 January 2003	
Location: OTS Ocean Terminal south berth	49 of 81	17 January 2003	
Location: OTSO Ocean Terminal south berth outer-foul	-	17 January 2003	
Location: TPGAS	68 of 81	17 January 2003	
Chapter: 13 Amendment Log Sheet	-	17 January 2003	

(4) Records as of 5 September 2003 – filing by Chapter / Location Code

Description	Date of PAC Endorsement	Remarks
Chapter 1 : Index	5 September 2003	Updated
Chapter 2 : General remarks	5 September 2003	Endorsed
Chapter 5 : List of important telephone numbers	5 September 2003	Updated
Chapter 11 : Government mooring buoys	5 September 2003	Updated
Chapter 12 : Berthing guidelines : by location code (Index)	5 September 2003	Updated
<i>Berthing guidelines</i>		
Code Location		
CCEMENT China Cement Company (TSK)	5 September 2003	Endorsed
CLPTSK China light power station (TSK)	5 September 2003	Endorsed
CRC-A China Resources T/Y main berth (A)	5 September 2003	Endorsed
CTX Caltex T/Y main berth	5 September 2003	Endorsed
CTX-LPG Caltex T/Y LPG berth	5 September 2003	Endorsed
ESSO Esso oil terminal main berth	5 September 2003	Endorsed
FCEMENT Far East cement wharf (Sok Kwu Wan)	5 September 2003	Deleted
KC6-7/O-F Kwai Chung berth 6-7 outer-foul	5 September 2003	Endorsed
MOBIL Mobil oil terminal main berth	5 September 2003	Endorsed
SHELL Shell oil terminal main berth	5 September 2003	Endorsed
SWSTL Shiu Wing steel wharf (TSK)	5 September 2003	Endorsed

Berthing Guidelines

<i>Berthing Code</i>	<i>Berthing Guidelines Location</i>	<i>Date of PAC Endorsement</i>	<i>Remarks</i>
TSK	Transit Ma Wan other than passenger & container ship	5 September 2003	Deleted
TSK-C	Transit Ma Wan passenger & container ship	5 September 2003	Deleted
TSK-A	TSK anchorage to/from berth	5 September 2003	Deleted
URMPS/ URMA	Transit Mawan – Bulker & Tanker (all vessels other than passenger & container ship)	5 September 2003	Initial Release
URMPS-C/ URMA-C	Transit Mawan – passenger & container ship	5 September 2003	Initial Release
YOD	Yam O floating dock	5 September 2003	Endorsed
Chapter 4	Berthing Remarks	13 February 2004	Updated
Chapter 11	Govt Mooring Buoys	13 February 2004	Updated
HKELECT(N)	Lamma Power station north wharf	13 February 2004	Updated
HKELECT(S)	Lamma Power station south wharf	13 February 2004	Updated
KC 1-8	Kwai Chung berth 1-8	13 February 2004	Split into 3 & changed code names
KC 6-7/O-F	Kwai Chung berth 6-7 Outer-foul	13 February 2004	Split into 2 & changed code names
KC 9-14	Kwai Chung berth 9-14	13 February 2004	Split into 2 & changed code names
Chapter 6	Tugs information	4 October 2004	Update the tugs information
CCEMENT	China Cement Company (TSK)	4 October 2004	Add the remarks for tidal restriction at Mawan and minor amendments to the content to match with the BGL for Tansit Mawan-Bulker & Tanker

CLPTSK	China Light Power Station (TSK)	4 October 2004	Add the remarks for tidal restriction at Mawan and minor amendments to the content to match with the BGL for Transit Mawan-Bulker & Tanker
TOW-BERTH	Ship under tow to/from berth	4 October 2004	Add new class Max LOA 110m and Max Draft 6.0m
BUOY	Government mooring buoy	11 May 2005	Add a general remark “Vessel of 183m<LOA<245m intending to carry out under water operation may be permitted by VTC to anchor in the vicinity of Government Mooring Buoy A60 or A62 at Junk Bay subject to special arrangement.”
HKELECT(N)	Lamma power station NORTH wharf	11 May 2005	Add declared depth for channel and berth. Update the maximum draft.
HKELECT(S)	Lamma power station SOUTH wharf	11 May 2005	Add declared depth for channel and berth. Update the maximum draft.
JBA	Junk Bay anchorage	11 May 2005	Rename the location code and title as “JBDGA” and “Junk Bay DG Anchorage” respectively.
TMA	Tuen Mun cargo working anchorage	11 May 2005	Cancel the berthing guideline.

Last updated 11 May 2005