PAC Paper No. 1/2007

PILOTAGE ADVISORY COMMITTEE

Proposed Amendments to the Berthing Guidelines

Purpose

The purpose of this paper is to seek members' endorsement on the proposed amendments to the Berthing Guidelines as attached in ANNEX I.

Amendments

2. The proposed amendments in ANNEX I are:

a) to include new tug service providers;
b) to update the berthing draft of Government mooring buoy B20; and
c) to rename and re-arrange the guidelines of Yam O floating dock.

Provisional Berthing Guidelines

3. The provisional guidelines attached at ANNEX II – IV are for members' information on the following:

a) revised provisional guidelines for vessels to berth at Lamma Power Station Wharfs; and
b) bulker/tanker transit Ma Wan with LOA between 230m and 255m.

Consultation

4. The above proposed amendments were circulated to the PAC Working Group on 7 May 2007. The following comments on new tug service providers were received from 3 members:

a) twin-screw Grade II tug should be maintained in the guidelines as it is more maneuverable, appropriate and safer than single-screw tug, in

particular, for berthing/unberthing oil tanker at oil terminals;

b) the professional and safety conduct of the potential management company may not guarantee satisfaction to customers;

c) whether the tug service meets the requirements for berthing operations;

d) whether the crew suitably trained and the experience of the staff employed been verified; and

e) whether the terms of reference for employment and operational audit of the new tug service providers were in order.

Copy of the current (endorsed on 14 December 2006) and previous (endorsed on 7 July 1999) guidelines on tug requirements are attached at ANNEX V for reference.

Advice Sought

5. This paper is for discussion at the forthcoming PAC meeting to be held on 22 May 2007.

Marine Department
16 May 2007

ANNEX I

Notes on Proposed Amendments to Berthing Guidelines

Item No.	Description	Amendments	Reason and Remarks (if any)
1.	Chapter 6 – Tugs Information	(a) Add new tug company and phone number "Kam Hung No.38 Tug" & "2619 6981-3" with tugs listed below: Name / HP. / B.pull (tones) / Remarks Dong Tai / 1280 / 19 / Grade II Kam Hung 18 / 1500 / 23 / Grade II Kam Hung 28 / 1280 / 19 / Grade II Kam Hung 38 / 1280 / 19 / Grade II Kam Hung 88 / 1500 / 23 / Grade II (b) Add new tug company and phone number "Kong Luen Tug" & "2540 2777, 2548 8126" with tug listed below: Name / HP. / B.pull (tones) / Remarks H.K. United 20 / 2 x 850 / 20 / Grade II	New service providers.
2.	Chapter 11 – Government Mooring Buoys (Draft)	(a) Buoy "B20" – replace draft "7.3" by "7.9".	Due to the draft (waterdepth at the buoy) has changed.
3.	Chapter 12 – Berthing Guidelines **INDEX** (under Code and Location)	(a) YOD (Yam O floating dock) – replace "Yam O floating dock" by "Floating dock at Yam O".	Consistent with TYD (Floating docks west of T/Y Island.

Note : Please refer to the attached items 1 – 4 details of the proposed amendments.

4.	Location : YOD (Yam O floating dock)	(a) Heading Yam O floating dock – replace "Yam O floating dock" by "Floating dock at Yam O". (b) Under Heading – delete "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.)"*** (c) Add the following in the general remarks as the 5th bullet point: "MA WAN TRANSIT TIDAL WINDOW: Bulker/Tanker or Container/ Passenger ship shall refer to the respective Ma Wan Transit BGL separately."	Consistent with TYD (Floating docks west of T/Y Island. Context re-arranged for different types of vessels.

Note : Please refer to the attached items 1 – 4 details of the proposed amendments.

Chapter: 6 **TUGS INFORMATION**

Name	HP.	B. pull (tonnes)	Remarks
Hong Kong Tug 2427 7477			
Ap Chau	4000	54	Grade I
Chek 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
Lam Tong	3200	43	Grade I
Mai Po	4000	55.6	Grade I
Ngan Chau	4300	57.4	Grade I
Peng Chau	4000	54	Grade I
Sha Chau	4000	54	Grade I
Shek O	4000	55.6	Grade I
Sung Kong	4300	57.4	Grade I
Tap Mun	3200	45.5	Grade I
Tolo	3000	37	Grade I
Tsing Yi	3000	37	Grade I
Tung Lung	3200	43	Grade I
Yam O	4200	55	Grade I
Yeung Chau	4000	54	Grade I
Yiu Lian Tug 2497 0655 2497 0686			
Hai An	4000	52.8	Grade I
Hai Fa	3200	42	Grade I
Hai Qi	3200	42	Grade I
Hai Tai	4000	52.8	Grade I
Hoi Lian	4000	52.8	Grade I
Yiu Lian 6	4000	52.8	Grade I
Yiu Lian 18	3200	42	Grade I
You Da	3200	42	Grade I
You Fa	3200	42	Grade I
South China Tug 2548 5205			
Guangzhou	3000	38	Grade I
Guilin	3000	38	Grade I
Nanning	4000	55	Grade I
Shantou	3600	50	Grade I
Shunde	4000	56	Grade I
Chung Hing Tug 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: 6 **TUGS INFORMATION**

Name	HP.	B. pull (tonnes)	Remarks
Hong Kong Tug 2427 7477			
Ap Chau	4000	54	Grade I
Chek 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
Lam Tong	3200	43	Grade I
Mai Po	4000	55.6	Grade I
Ngan Chau	4300	57.4	Grade I
Peng Chau	4000	54	Grade I
Sha Chau	4000	54	Grade I
Shek O	4000	55.6	Grade I
Sung Kong	4300	57.4	Grade I
Tap Mun	3200	45.5	Grade I
Tolo	3000	37	Grade I
Tsing Yi	3000	37	Grade I
Tung Lung	3200	43	Grade I
Yam O	4200	55	Grade I
Yeung Chau	4000	54	Grade I
Yiu Lian Tug 2497 0655 2497 0686			
Hai An	4000	52.8	Grade I
Hai Fa	3200	42	Grade I
Hai Qi	3200	42	Grade I
Hai Tai	4000	52.8	Grade I
Hoi Lian	4000	52.8	Grade I
Yiu Lian 6	4000	52.8	Grade I
Yiu Lian 18	3200	42	Grade I
You Da	3200	42	Grade I
You Fa	3200	42	Grade I
South China Tug 2548 5205			
Guangzhou	3000	38	Grade I
Guilin	3000	38	Grade I
Nanning	4000	55	Grade I
Shantou	3600	50	Grade I
Shunde	4000	56	Grade I
Chung Hing Tug 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
Kam Hung No.38 Tug 2619 6981-3			
Dong Tai	1280	19	Grade II
Kam Hung 18	1500	23	Grade II
Kam Hung 28	1280	19	Grade II
Kam Hung 38	1280	19	Grade II
Kam Hung 88	1500	23	Grade II
Kong Luen Tug 2540 2777 2548 8126			
H.K. United 20	2 × 850	20	Grade II

Chapter: 11 **GOVERNMENT MOORING BUOYS**

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

* = Classified as Non typhoon mooring buoy

Remarks:

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

※ 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: 11 **GOVERNMENT MOORING BUOYS**

BUOY	LOA (m.)	Draft (m.)	BUOY	LOA (m.)	Draft (m.)
'A' Buoys:					
A13	183	8.8	A70	170	9.9
A17*	183	8.5	A71	183	9.1
A29*	160	9.0	A72	183	9.5
A35*	160	9.5	A73	183	9.5
A36	160	8.1	A74	183	9.5
A38	183	6.4	A76	170	9.6
A39*	183	7.4	A77	183	9.5
A43*	183	9.0	A78	183	9.8
A46*	183	10.8	A79*	183	9.0
A60	183	7.8	A80*	183	8.0
A62	198	10.2			
'B' Buoys:					
B01	120	4.8	B06	137	9.0
B02*	137	6.4	B20	137	7.9
B03*	137	6.7	B26	137	9.7
B04*	137	9.1	B30	137	8.1
B05	137	7.5	B31	137	9.1

* = Classified as Non typhoon mooring buoy

Remarks:

	'A' buoy	'B' buoy
Normal weather max. length	183m	138m
Typhoon class max. length	183m	113m
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※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**

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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
KC1,2,3,5	Kwai Chung berth 1,2,3&5
KC4	Kwai Chung berth 4
KC6	Kwai Chung berth 6
KC7	Kwai Chung berth 7
KC6/O-F	Kwai Chung berth 6 outer-foul
KC7/O-F	Kwai Chung berth 7 outer-foul
KC8,9	Kwai Chung berth 8&9
KC10-12	Kwai Chung berth 10-12
KC13-14	Kwai Chung berth 13-14
KC15	Kwai Chung berth 15
KC16-19	Kwai Chung berth 16-19
KC20	Kwai Chung berth 20
KEL-1	Kellett Anchorage No.1
KEL-2	Kellett Anchorage No.2
KEL-3	Kellett Anchorage No.3
KYCA	Kau Yi Chau DG anchorage
LOP	Lok On Pai oil berth
MFT	Macau ferry terminal
MOBIL	Mobil oil terminal main berth

Code	Locations
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	Anchorages South of Lamma Island
SSK-1	Sham Shui Kok Anchorage No.1
SKK-2	Sham Shui Kok Anchorage No.2
SWSTL	Shiu Wing steel wharf (TSK)
THA	Tolo harbour anchorage
TOW	Ship under tow
TOW-BERTH	Ship under tow to/from berth
TPGAS	Tolo harbour Town Gas wharf
TYD	Floating docks west of T/Y Island
WA-1	Western anchorage No.1
WA-2	Western anchorage No.2
WA-3	Western anchorage No.3
WQA	Western quarantine anchorage
URMPS / URMA	Transit Mawan – Bulker & Tanker (All vessels other than passenger & container ship)
URMPS-C / URMA-C	Transit Mawan – Passenger & Container ship
YMTA	Yau Ma Tei anchorage
YOD	Floating dock at Yam O
YUENFAT	Yuen Fat wharf No.2 berth

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.

011 **Unberthing** 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

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

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.

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.

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.

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 *Pending*

Location : YOD **Floating dock at Yam O**

010 **Berthing** LOA: Max 183m
Draft: Max. 8.5m (min 10% UKC)
Time: 24 hrs.

Tugs:
Remarks: If under tow**:** LOA>168m 2 pilots.

011 **Unberthing** 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

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

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.

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.

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.

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.
5) MA WAN TRANSIT TIDAL WINDOW: Bulker/Tanker or Container/ Passenger ship shall refer to the respective Ma Wan Transit BGL separately.

Annex II

Berthing Guidelines *Pending*

ON TRIAL

Location : HKELECT(N) **Lamma power station north wharf**

(Declared Depth of Channel & Berth 15.5m)

010	**Berthing**	LOA: Max 172m	
Draft:	Max. 10. 0m (min 15% UKC)		
Time:	24 hours		
Tugs:	2		
Remarks:	Starboard side to.		

011	**Unberthing**	LOA: Max 172m	
Draft:	Max. 10.0m (min 15% UKC)		
Time:	24 hours		
Tugs:	2		
Remarks:			

020	**Berthing**	LOA: Max 198m	
Draft:	Max. 11.5m (min 15% UKC)		
Time:	D: HW-1.5 to LW+1.5		
	N: HW-0.5 to LW-1		
	Outerfoul:		
	D: HW-1.5 to HW+1		
	N: HW-0.5 to HW+1		
Tugs:	3 incl. 2 est.		
Remarks:	Starboard side to.		
	Day: 1 pilot, Night: 2 pilots.		

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

030	**Berthing**	LOA: Max 250m	
Draft:	Max. 14.6m (min 15% UKC)		
Time:	D: HW-1.5 to LW+1		
	N: HW-0.5 to LW-1		
	Outerfoul:		
	D: HW-1.5 to HW+1		
	N: HW-0.5 to HW+1		
Tugs:	4 incl. 2 est.		
Remarks:	Starboard side to.		
	Day: 1 pilot, Night: 2 pilots.		

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

040	**Berthing**	LOA: Max 262m	
Draft:	Max. 14.6m (min 15% UKC)		
Time:	D: HW-1 to HW+1		
	LW-1 to LW+1		
	N: HW-0.5 to HW+0.5		
	Outerfoul: HW-0.5 to HW+0.5		
	D&N		
Tugs:	4 incl. 2 est.		
Remarks:	2 pilots. Starboard side to.		
	Not exceeding 100,000 DWT.		

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

Note: Initial proposed date: 20 October 2006
1st Revision: 8 November 2006
2nd Revision: 26 January 2007

Annex III

Berthing Guidelines *Pending*

ON TRIAL

Location : HKELECT(S) **Lamma power station south wharf**

(Declared Depth of Channel & Berth 15.5m)

010 **Berthing** LOA: Max 172m
Draft: Max. 10.0m (min 15% UKC)
Time: 24 hours
Tugs: 2
Remarks: Starboard side to.

011 **Unberthing** LOA: Max 172m
Draft: Max. 10.0m (min 15% UKC)
Time: 24 hours
Tugs: 2
Remarks:

020 **Berthing** LOA: Max 198m
Draft: Max. 11.5m (min 15% UKC)
Time: D: HW-1.5 to LW+1.5
N: HW-0.5 to LW-1
Tugs: 3 incl. 2 est.
Remarks: Starboard side to.
Day: 1 pilot, Night: 2 pilots.

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

030 **Berthing** LOA: Max 250m
Draft: Max. 14.6m (min 15% UKC)
Time: D: HW-1.5 to LW+1
N: HW-0.5 to LW-1
Tugs: 4 incl. 2 est.
Remarks: Starboard side to.
Day: 1 pilot, Night: 2 pilots.

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

040 **Berthing** LOA: Max 262m
Draft: Max. 14.6m (min 15% UKC)
Time: D: HW-1 to HW+1
LW-1 to LW+1
N: HW-0.5 to HW+0.5
Tugs: 4 incl. 2 est.
Remarks: 2 pilots. Starboard side to.
Not exceeding 100,000 DWT.

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

Note: Initial proposed date: 20 October 2006
1st Revision: 8 November 2006
2nd Revision: 26 January 2007

ON TRIAL

BULKER/TANKER TRANSIT MA WAN

LOA: 230m-255m DRAFT: >14m-≤15m

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 ≤255m：Restricted transit period @ Mawan = Current Against >2.0 knots / With >1.0 knot
LOA>255m：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.)

030	**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.

031	**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.

040	**N. bound** LOA: Max 255m
Draft:	Max. **15m** (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.

041	**S. bound** LOA: Max 255m
Draft:	Max. **15m** (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.

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: 3 **PILOTAGE ADVISORY COMMITTEE**

Ref : HQ/COM 423/1 (5)
PAC Paper No. 2/86

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

1. This paper has been produced for the information of members of the PAC, following meetings of the AD HOC working group on Compulsory Pilotage, where these recommendations have been endorsed and fully supported.

2. It is recommended that the table produced in this paper should be used when agents arrange for the booking of tugs, for the towage of vessels berthing and unberthing at Kwai Chung Container Terminal. These tug requirements are to be used during normal working conditions, with the provision that it should have a flexibility on a case basis and should conditions deteriorate during inclement weather, such as in the typhoon season the addition tug requirements may be necessary.

3. Grading of tugs. Tugs mentioned in this guideline are graded as follows:-

   Grade I – Local licensed D/Z-P with horsepower:
   2,600 HP or greater – for all vessel of LOA <300m and/or Draft <12.5m
   3,600 HP or greater – for all vessel of LOA ≥ 300m and/or Draft ≥ 12.5m
   Grade II – Local licensed with horsepower at least 1,248 HP (total)

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

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

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

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

5. For 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.

6. For all bulk and oil terminals (including CLPTSK & HKELECT), where the BGL stipulates 3 or more tugs are required, at least 2 tugs must be 3,600 HP each or min. 7,200 HP together.