

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) Amendment item Nos. 1, 2, 3, 4, 5, 6, 9, 10, 11 & 14 – to update the berth information of floating docks, Euro-Asia, Esso, Mobil, Shell, China Cement, China Light Power Station and Kwai Chung berths 13-14;
 - b) Amendment item Nos. 7 & 8 – to incorporate new berthing guidelines for Lamma Power Station Wharfs which have been put on trial since 2006;
 - c) Amendment item Nos. 12 & 13 – to update the guidelines for vessels transit Mawan; and
 - d) Amendment item No. 15 – to resolve the outstanding item in the last PAC meeting held on 22 May 2007 concerning twin-screw Grade II tug. Members will recall in the last PAC meeting, PAC Paper No. 1/2007 was not endorsed and required further discussion on the Grade II tug requirements between the concerned parties.

Provisional Berthing Guidelines

3. The revised provisional guidelines for Euro-Asia berths at Tsing Yi are attached at ANNEX II – III for members' information.

Consultation

4. The proposed amendments concerning items a) - c) in paragraph 2 above have been circulated and endorsed by the PAC Working Group.

5. Item d) in paragraph 2 above have been discussed and agreed by the Hong Kong Pilots Association and the PAC member representing tug operators.

Advice Sought

6. This paper is for discussion at the forthcoming PAC meeting to be held on 9 January 2008.

Marine Department

4 January 2008

Notes on Proposed Amendments to Berthing Guidelines

Item No.	Description	Amendments	Reason and Remarks (if any)
1.	Chapter 1 – INDEX (under Berthing Guidelines Index – Code and Location)	(a) EUROASIA – replace “EUROAISA” & “Euro-Asia Wharf T/Y” by “ EURO 1,2 ” & “ Euro-Asia berth 1,2 ” under Code and Location respectively. (b) YOD – delete “YOD” & “Yam O floating dock” under Code and Location respectively.	(a) To update berth information. (b) Relocation of Yiu Lian No.3 F/D from Yam O to Tsing Yi.
2.	Chapter 7 – Floating Docks Information	(a) Yiu Lian No.1 F/D (Yiu Lian Dock) – insert “ Depth over block ” and “ 7m ” under “Lifting capacity” and “12,000 tonnes” respectively. (b) Yiu Yiu Lian No.3 F/D (Yiu Lian Dock) Yam O – replace “Yam O” by “ Tsing Yi ”; replace length at bottom block of “235.7m” by “ 287m ”; and insert “ Depth over block ” and “ 9m ” under “Lifting capacity” and “45,000 tonnes” respectively.	(a) To update F/D information. (b) Relocation of Yiu Lian No.3 F/D from Yam O to Tsing Yi.
3.	Chapter 8 – BERTH/WHARF/TERMINAL INFORMATION (under BERTH, Draft(m), Direction, Length & Telephone No.)	(a) ESSO – replace telephone No. “3197 8137” & “3197 8276” by “ 3197 8273 ”. (b) EUROASIA - replace all the information by “ EURO 1, 9.0, 165, 020/200, 240, 2436 8102 ” & “ EURO 2, 9.5, 200, 020/200, 280, 2436 8102 ”. (c) MOBIL – delete telephone No. “3197 8137”. (d) MOBIL-E – delete telephone No. “3197 8137”.	To update the berth information.

4.	Chapter 12 – Berthing Guidelines **INDEX** (under Code and Location)	<p>a) EUROASIA – replace “EUROASIA” & “Euro-Asia wharf T/Y” by “EURO 1,2” & “Euro-Asia berth 1,2” under Code and Location respectively.</p> <p>b) YOD – delete “YOD” & “Yam O dock” under Code and Location respectively.</p>	Same as Item 1.
5.	Location : CCEMENT (China Cement Company (TSK))	<p>(a) Under the location heading – replace “LOA>230m : Restricted transit period @ Ma Wan = Current Against>1.5 knots / With >0.5 knots” by “LOA>230m ≤255m : Restricted transit period @ Mawan = Current Against >2.0 kts / With >1.0 kt” & “LOA>255m : Restricted transit period @ Mawan = Current Against >1.5 knots / With >0.5 knot”.</p> <p>(b) Item 030 Berthing and Item 031 Unberthing - replace Draft Max. “14m” by “15m”.</p> <p>(c) Item 040 Berthing and Item 041 Unberthing - replace Draft Max. “14m” by “15m”.</p>	<p>(a) Classes of vessels re-defined to reflect current ship sizes with LOA and Draft of vessels extended.</p> <p>(b) & (c) To increase the Draft of ships from 14m to 15m.</p>
6.	Location : CLPTSK (China light power station (TSK))	<p>(a) Under the location heading – replace “LOA>230m : Restricted transit period @ Ma Wan = Current Against>1.5 knots / With >0.5 knots” by “LOA>230m ≤255m : Restricted transit period @ Mawan = Current Against >2.0 kts / With >1.0 kt” & “LOA>255m : Restricted transit period @ Mawan = Current Against >1.5 knots / With >0.5 knot”.</p> <p>(b) Item 030 Berthing and Item 031 Unberthing - replace Draft Max. “14m” by “15m”.</p>	<p>(a) Classes of vessels re-defined to reflect current ship sizes with LOA and Draft of vessels extended.</p> <p>(b) To increase the Draft of ships from 14m to 15m.</p>
7.	Location : HKELECT(N) (Lamma power station north wharf)	To incorporate berthing information on Lamma Power Station North Wharf in the Berthing Guidelines.	Provisional guidelines for the same have been put on trial since 2006.

Note : Please refer to the attached items 1 – 15 for the details of the proposed amendments.

8.	Location : HKELECT(S) (Lamma power station south wharf)	To incorporate berthing information on Lamma Power Station South Wharf in the Berthing Guidelines.	Provisional guidelines for the same have been put on trial since 2006.
9.	Location : KC13-14 (Kwai Chung berth 13-14)	Item 040 Berthing – delete “Stern in 3 tugs” in the Remarks.	To reflect current operational need based on practical experience.
10.	Location : SHELL-LPG (Shell oil terminal LPG berth)	<p>(a) Item 010 Berthing - replace Item “010” by “020”.</p> <p>(b) Item 011 Unberthing - replace Item “011” by “021”.</p> <p>(c) Insert following new item above Item 010:</p> <p style="margin-left: 40px;">010 Berthing LOA: Max 100m</p> <p style="margin-left: 40px;">Draft: Max. 7m (min 10%UKC)</p> <p style="margin-left: 40px;">Time: D&N HW-1 to HW+2 &</p> <p style="margin-left: 40px;"> D&N LW to LW+2</p> <p style="margin-left: 40px;">Tugs: 2 (grade II) Not to be replaced by 1</p> <p style="margin-left: 40px;"> (grade I) tug.</p> <p style="margin-left: 40px;">Remarks: Port side to.</p> <p>(d) Insert following new item above Item 011:</p> <p style="margin-left: 40px;">011 Unberthing LOA: Max 100m</p> <p style="margin-left: 40px;">Draft: Max. 7m (min 10%UKC)</p> <p style="margin-left: 40px;">Time: 24 hrs.</p> <p style="margin-left: 40px;">Tugs: 2 (grade II) Not to be replaced by</p> <p style="margin-left: 40px;"> 1 (grade I) tug.</p> <p style="margin-left: 40px;">Remarks:</p>	To cater for smaller vessels using the berth.
11.	Location : TYD (Floating docks west of T/Y Island)	Item 040 Berthing and Item 041 Unberthing - replace LOA Max. “270m” by “300m”.	To incorporate Yiu Lian No.3 F/D relocated from Yam O to Tsing Yi.

12.	Location : URMPS/URMA (Transit Mawan – Bulker & Tanker (All vessels other than passenger & container ship)	(a) Item 040 N.bound and Item 041 S.bound – replace Draft : Max. “14m” by “15m”. (b) General Remarks 3 rd bullet point – replace “-Mawan transit time minus 1 hour;” and “-Draft exceeds 14m or harbour speed less than 11 knots shall allow 1.5 hours.” by “-Draft exceeds 14m or harbour speed less than 11 knots – Mawan transit time minus 1.5 hours;” and “-Other ships – Mawan transit time minus 1 hour.”.	(a) To increase the Draft of ships from 14m to 15m. (b) To rearrange the sentences.
13.	Location : URMPS-C/URMA-C (Transit Mawan –Passenger & Container ship)	(a) Item 060 N.bound and Item 061 S.bound – i. Draft : replace Max. “14.5m” by “15.5m”. ii. Time : replace “D>14.5m Daylight transit only” by “D>14.5m - 15.5m (see General Remarks 4a, 4b)”. iii. Tugs : add “D>14.5m - 15.5m (see General Remarks 4c)”. (b) Add the following below general remarks item 3: 4. a) Restricted transit period @ Mawan = Current against >2.0 kts / With > 1.0 kt b) Day light transit only c) North bound – 1 tug @ GI, 1 tug @ Mawan South bound – 2 tugs @ Mawan	(a) To increase the Draft of ships from 14.5m to 15.5m. (b) To reflect current operational need based on practical experience.
14.	Location : YOD (Yam O floating dock)	Delete YOD guidelines	Relocation of Yiu Lian No.3 F/D from Yam O to Tsing Yi.
15.	Chapter 3 – Guidelines on tug requirements for Kwai Chung Terminals/Oil Terminals	Replace Para. 5 by “For tankers, it is strongly recommended that these guidelines be strictly followed. Due to the volatile and dangerous cargoes that these vessels transport, only tugs with Twin-Screw should be used for the berthing and unberthing of tankers at oil or LPG terminals.”	To resolve the outstanding item in the last PAC meeting held on 22.5.2007.

Chapter: 1

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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	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

Berthing Guidelines

Chapter: 1

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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
EURO 1, 2	Euro-Asia berth 1, 2
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

Code	Location
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
KC 20	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
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
SSK-1	Sham Shui Kok Anchorage No.1
SSK-2	Sham Shui Kok Anchorage No.2
SWSTL	Shiu Wing steel wharf (TSK)
THA	Tolo harbour anchorage
TOW	Ship under tow
TOW-BERTH	Ship under tow to/from berth
TPGAS	Tolo harbour Town Gas wharf
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

Berthing Guidelines

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

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

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

Berthing Guidelines

Pending

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

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
Depth over block	7m

YIU LIAN NO.3 F/D (Yiu Lian Dock) Tsing Yi

Length at bottom block	287m
Entrance breadth	45.8m
Lifting capacity	45,000 tonnes
Depth over block	9m

Chapter: 8

BERTH /WHARF/TERMINAL INFORMATION

BERTH	Draft(m)	LOA(m)	Direction	Length	Telephone No.
CCEMENT	14.0	240	112/292	270	2440 5111 2440 5233
CFT	7.0	153	078/258	270	2738 2906
CLPTSK	16.8	280	134/314	545	2404 8402
CMKEN-N	9.5	156	070/250	170	2816 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
CTX	12.6	235	162/342	90	2431 2428
CTX-5	3.2	80	035/215	80	2431 2428
CTX-6A	7.3	110	055/235	50	2431 2428
CTX-LPG	6.5	114	072/252	95	2431 2428
ESSO	14.63	274	098/278	255	3197 8137 3197 8276 3197 8273
ESSO-EL	5.5	107	098/278	30	2497 0229
EUROASIA	8.0	300	020/200	510	2436 8102
HKELECT (N)	14.6	262	170/350	290	2982 6270 2982 6274 9423 6670
HKELECT (S)	14.6	262	170/350	290	2982 6270 2982 6274 9423 6670
HUDSW dist. from f/d 80m as per HUD			008/188	250	2495 1211
KC 1-2	14.0	350	163/343	305	2115 3552
KC 3	14.0	350	163/343	305	2489 4745
KC 4	14.2	350	163/343	305	2619 7792
KC 5	14.0	350	073/253	457	2115 3552
KC 6	14.2	350	073/253	564	2619 7792
KC 7	15.0	350	073/253	564	2619 7792
KC 8	15.0	350	163/343	380	2619 7792
KC 9	15.0	350	163/343	450	2619 7792
KC 10	15.0	367	073/253	700	2619 7792
KC 11	15.0	367	073/253	338	2991 8022
KC 12	15.0	367	073/253	338	2991 8022
KC 13	15.0	350	073/253	338	2276 8137 2276 8138
KC 14	15.0	350	073/253	338	2276 8137 2276 8138
KC 15	15.0	352	163/343	350	3153 3021
KC 16	15.0	352	163/343	350	3153 3021
KC 17-18	15.0	352	163/343	350	2920 2616 2920 2645
KC 19	15.0	352	163/343	200	2920 2616 2920 2645
KC 20	15.0	310	042/222	340	2920 2616 2920 2645
LOP	8.0	122	089/269	125	2618 0192 9032 7105
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
OTN	8.5	270	078/258	340	2118 8951
OTS	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	7.5	120	163/343	152	2613 9127 2988 6161
SHELL	14.5	245	150/330	226	2432 8704
SHELL-1E	6.5	100	008/188	80	2432 8704
SHELL-2E	6.5	90	008/188	75	2432 8704
SHELL-LPG	8.0	135	150/330	118	2432 8704
SWSTL	11.5	200	125/305	215	2618 8761
TPGAS	11.0	228	120/300	300	2666 2106 7116 3113-2909
YUENFAT	6.7	153	040/220	171	

Chapter: 8

BERTH /WHARF/TERMINAL INFORMATION

BERTH	Draft(m)	LOA(m)	Direction	Length	Telephone No.
CCEMENT	14.0	240	112/292	270	2440 5111 2440 5233
CFT	7.0	153	078/258	270	2738 2906
CLPTSK	16.8	280	134/314	545	2404 8402
CMKEN-N	9.5	156	070/250	170	2816 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
CTX	12.6	235	162/342	90	2431 2428
CTX-5	3.2	80	035/215	80	2431 2428
CTX-6A	7.3	110	055/235	50	2431 2428
CLX-LPG	6.5	114	072/252	95	2431 2428
ESSO	14.63	274	098/278	255	3197 8273
ESSO-EL	5.5	107	098/278	30	2497 0229
EURO 1	9.0	165	020/200	240	2436 8102
EURO 2	9.5	200	020/200	280	2436 8102
HKELECT (N)	14.6	262	170/350	290	2982 6270 2982 6274 9423 6670
HKELECT (S)	14.6	262	170/350	290	2982 6270 2982 6274 9423 6670
HUDSW dist. from f/d 80m as per HUD			008/188	250	2495 1211
KC 1-2	14.0	350	163/343	305	2115 3552
KC 3	14.0	350	163/343	305	2489 4745
KC 4	14.2	350	163/343	305	2619 7792
KC 5	14.0	350	073/253	457	2115 3552
KC 6	14.2	350	073/253	564	2619 7792
KC 7	15.0	350	073/253	564	2619 7792
KC 8	15.0	350	163/343	380	2619 7792
KC 9	15.0	350	163/343	450	2619 7792
KC 10	15.0	367	073/253	700	2619 7792
KC 11	15.0	367	073/253	338	2991 8022
KC 12	15.0	367	073/253	338	2991 8022
KC 13	15.0	350	073/253	338	2276 8137 2276 8138
KC 14	15.0	350	073/253	338	2276 8137 2276 8138
KC 15	15.0	352	163/343	350	3153 3021
KC 16	15.0	352	163/343	350	3153 3021
KC 17-18	15.0	352	163/343	350	2920 2616 2920 2645
KC 19	15.0	352	163/343	200	2920 2616 2920 2645
KC 20	15.0	310	042/222	340	2920 2616 2920 2645
LOP	8.0	122	089/269	125	2618 0192 9032 7105
MFT	5.0	120	104/284	220	2547 4039
MOBIL	14.6	250	089/269	267	3197 8133
MOBIL-E	7.5	107	089/269	41	3197 8133
OTN	8.5	270	078/258	340	2118 8951
OTS	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	7.5	120	163/343	152	2613 9127 2988 6161
SHELL	14.5	245	150/330	226	2432 8704
SHELL - 1E	6.5	100	008/188	80	2432 8704
SHELL - 2E	6.5	90	008/188	75	2432 8704
SHELL-LPG	8.0	135	150/330	118	2432 8704
SWSTL	11.5	200	125/305	215	2618 8761
TPGAS	11.0	228	120/300	300	2666 2106 7116 3113-2909
YUENFAT	6.7	153	040/220	171	

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

Berthing Guidelines

Chapter: 12

BERTHING GUIDELINES

** 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
EURO1,2	Euro-Asia berth 1,2
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

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

Location : 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 onlyDraft > 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 onlyDraft > 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 onlySubject 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 @ MawanTo URMA: 2 incl. 1 escort from
berth to URMA.**Remarks:** 2 pilots.

Berthing Guidelines

Pending

Location : CCEMENT

China Cement Company (TSK)

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 kts / With >1.0 kt
LOA>255m : Restricted transit period @ Mawan = Current Against >1.5 knots / With >0.5 knot

(per current info. supplied by HYDRO office)

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

<p>010 Berthing LOA: Max 168m Draft: Max. 10m (min 10% UKC) Time: Day light only Tugs: 2. Remarks: Stem to tide for berthing.</p>	<p>011 Unberthing LOA: Max 168m Draft: Max. 10m (min 10% UKC) Time: Day light only Tugs: 2. Remarks:</p>
<p>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.</p>	<p>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.</p>
<p>030 Berthing LOA: Max 230m Draft: Max. 15m (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.</p>	<p>031 Unberthing LOA: Max 230m Draft: Max. 15m (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.</p>
<p>040 Berthing LOA: Max 240m Draft: Max. 15m (min 10% UKC) Time: Day HW+1 to HW+1.5 @ Mawan Tugs: 4 incl. 1 escort from GI + 1 @ Mawan <i>If Draft≤12m, 3 incl. 1 escort from GI + 1 @ Mawan</i> 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.</p>	<p>041 Unberthing LOA: Max 240m Draft: Max. 15m (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.</p>

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.)*

<p>010 Berthing LOA: Max 168m Draft: Max. 10m (min 10% UKC) Time: Day light only Tugs: 2. Remarks: Stem to tide for berthing.</p>	<p>011 Unberthing LOA: Max 168m Draft: Max. 10m (min 10% UKC) Time: Day light only Tugs: 2. Remarks:</p>
<p>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.</p>	<p>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.</p>
<p>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.</p>	<p>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.</p>
<p>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.</p>	<p>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.</p>

Pending

Berthing Guidelines

Location : CLPTSK

China light power station (TSK)

*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 kts / With >1.0 kt**LOA>255m : Restricted transit period @ Mawan = Current Against >1.5 knots / With >0.5 knot*

(per current info. supplied by HYDRO office)

*Transit @ Mawan : 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.020 **Berthing** LOA: Max 183m**Draft:** Max. 12m (min 10% UKC)**Time:** Day light onlyDraft>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.

030 **Berthing** LOA: Max 230m**Draft:** Max. 15m (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.

040 **Berthing** LOA: Max 280m**Draft:** Max. 16.8m (min 10% UKC)**Time:** Day HW+1 @ Mawan1st Jun – 15th Oct : Day HW+0.5
@ Mawan**Tugs:** 4 tugs minimum 3000hp each
incl. 1 escort from GI + 1 @
Mawan to berthFrom URMA: 4 tugs minimum
3000hp each incl. 1 escort from
URMA to berth**Remarks:** 2 pilots. Starboard side to.011 **Unberthing** LOA: Max 168m**Draft:** Max. 10m (min 10% UKC)**Time:** Day light only**Tugs:** 2.**Remarks:**021 **Unberthing** LOA: Max 183m**Draft:** Max. 12m (min 10% UKC)**Time:** Day light onlyDraft>10m subject to current
condition @ Mawan**Tugs:** 2. 1 escort @ Mawan if
Draft>10m**Remarks:** 2 pilots.031 **Unberthing** LOA: Max 230m**Draft:** Max. 15m (min 10% UKC)**Time:** Day light onlySubject 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.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 >14mTo URMA: 2 incl. 1 escort from
berth to URMA. If Draft>14m
2 escort from berth to URMA**Remarks:** 2 pilots.

ON TRIAL – Phase I

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.
Day: 1 pilot, Night: 2 pilots.

011 **Unberthing** LOA: Max 172m
Draft: Max. 10.0m (min 15% UKC)
Time: 24 hours
Tugs: 2
Remarks: Night: Draft >8.5m 2 pilots.

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.

Pending

Berthing Guidelines

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: HW-1.5 to LW+1.5
 Outerfoul:
 HW-1.5 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: HW-1.5 to LW+1
 Outerfoul:
 HW-1.5 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: Day: HW-1 to HW+1
 LW-1 to LW+1
 Outerfoul:
 Day 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.

ON TRIAL – Phase I

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.
Day: 1 pilot, Night: 2 pilots.

011 **Unberthing** LOA: Max 172m
Draft: Max. 10.0m (min 15% UKC)
Time: 24 hours
Tugs: 2
Remarks: Night: Draft >8.5m 2 pilots.

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.

Pending

Berthing Guidelines

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: HW-1.5 to LW+1.5
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: HW-1.5 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: Day: HW-1 to HW+1
 LW-1 to LW+1
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.

Berthing Guidelines

PAC endorsed on 29 September 2006

Location : KC13-14

Kwai Chung berth 13-14*(Declared Depth 15.5m)*

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

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

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

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

030 **Berthing** LOA: Max 270m
Draft: Max. 15.0m + tide – 10%UKC
Time: 24 hrs.
Tugs: 2 incl. 1 GI est. if no bow thruster.
1 if bow & stern thrusters fitted.
Remarks: 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 367m
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: Stern in 3 tugs.

041 **Unberthing** LOA: Max 367m
Draft: Max. 15.0m + tide – 10%UKC
Time: 24 hrs.
Tugs: 2. 1 if bow & stern thrusters fitted.
Remarks:

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

051 **Unberthing** LOA: Max 410m
Draft: Max. 15.0m + tide – 10% UKC
Time: 24 hrs.
Tugs: 3.
2 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.
- LOA>270m berthing stern in, each tug 3600 HP min. In case 3 tugs are used, min. total 10800 HP. Min. 2 tugs if bow/stern thruster are fitted.
- LOA > 367m – 410m ON TRIAL

Pending

Berthing Guidelines

Location : KC13-14

Kwai Chung berth 13-14*(Declared Depth 15.5m)*

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

020 **Berthing** 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: Stern in 3 tugs.

040 **Berthing** LOA: Max 367m
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:

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

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.

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

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

041 **Unberthing** LOA: Max 367m
Draft: Max. 15.0m + tide – 10%UKC
Time: 24 hrs.
Tugs: 2. 1 if bow & stern thrusters fitted.
Remarks:

051 **Unberthing** LOA: Max 410m
Draft: Max. 15.0m + tide – 10% UKC
Time: 24 hrs.
Tugs: 3.
 2 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.
- LOA>270m berthing stern in, each tug 3600 HP min. In case 3 tugs are used, min. total 10800 HP. Min. 2 tugs if bow/stern thruster are fitted.
- LOA > 367m – 410m ON TRIAL

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:

Pending

Berthing Guidelines

Location : SHELL-LPG

Shell oil terminal LPG berth

010 Berthing LOA: Max 100m
Draft: Max. 7m (min 10% UKC)
Time: D&N HW-1 to HW+2 &
D&N LW to LW+2
Tugs: 2 (grade II) Not to be replaced by
1 (grade I) tug.
Remarks: Port side to.

011 Unberthing LOA: Max 100m
Draft: Max. 7m (min 10% UKC)
Time: 24 hrs.
Tugs: 2 (grade II) Not to be replaced by 1
(grade I) tug.
Remarks:

020 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.

021 Unberthing LOA: Max 135m
Draft: Max. 8m (min 10% UKC)
Time: 24 hrs.
Tugs: 2
Remarks:

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.

*Pending***Berthing Guidelines**

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 300m
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 300m
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 14 December 2006

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 – 30 mins.) To (Sunset + 30 mins.)

010 **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:

011 **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:

020 **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

021 **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

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.

Berthing Guidelines

Pending

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.)

010 **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:

011 **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:

020 **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

021 **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

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.

Berthing Guidelines

PAC endorsed on 14 December 2006

Location : URMPS/URMA
(cont'd)

Transit Mawan – Bulker & Tanker (All vessels other than passenger & container ship)

040 **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.

041 **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.

050 **N. bound** LOA: Max 290m
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.

051 **S. bound** LOA: Max 290m
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:

- Thruster not considered for transit.
- Tidal window current reference point: 22-21.599N 114-04.125E
- **PILOT BOARDING TIME FOR MAWAN TRANSIT:**
@URMPS, URMA, NC & WITHIN HARBOUR:
 - Mawan transit time minus 1 hour;
 - Draft exceeds 14m or harbour speed less than 11 knots shall allow 1.5 hours.
- Bulker or Tanker of LOA>280m are normally not permitted to lighten or anchor at URMA due to limited space of the anchorage.
- In case of special circumstances and conditions, where a vessel is required to anchor at URMA, she shall obtain prior approval from VTC.

Berthing Guidelines

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.)

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.

050 **N. bound** LOA: Max 290m
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.

051 **S. bound** LOA: Max 290m
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 for transit.
- Tidal window current reference point: 22-21.599N 114-04.125E
- **PILOT BOARDING TIME FOR MA WAN TRANSIT:**
 @URMPS, URMA, NC & WITHIN HARBOUR:
 - Draft exceeds 14m or harbour speed less than 11 knots – Mawan transit time minus 1.5 hours;
 - Other ships – Mawan transit time minus 1 hour.
- Bulker or Tanker of LOA>280m are normally not permitted to lightenening or anchor at URMA due to limited space of the anchorage.
- In case of special circumstances and conditions, where a vessel is required to anchor at URMA, she shall obtain prior approval from VTC.

Berthing Guidelines

PAC endorsed on 14 December 2006

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.

Pending

Berthing Guidelines

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.

Location : URMPS-C/URMA-C
(cont'd)

Transit Mawan – Passenger & Container ship

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.

060 **N. bound** LOA: Max 353m
Draft: Max. 14.5m (min. 10% UKC)
Time: Subject to current condition @ Ma
Wan
D>14.5m Daylight transit only
Tugs: 1 escort from Kellett buoy for Ma
Wan Transit

Remarks: 2 pilots.
See General Remarks

061 **S. bound** LOA: Max 353m
Draft: Max. 14.5m (min. 10% UKC)
Time: Subject to current condition @ Ma
Wan
D>14.5m Daylight transit only
Tugs: 1 escort @ Ma Wan for Ma Wan
Transit

Remarks: 2 pilots.
See General Remarks

General Remarks:

1. Vessels of LOA >310m are not permitted to anchor within the area between Ma Wan West and URMPS.
2. In case of special circumstances and conditions, when vessel of LOA >310m is required to anchor within the area between Ma Wan West and URMPS, she shall obtain prior approval from VTC and comply with the conditions required by VTC/MD.
3. Container vessel of LOA >**353m**, transiting Ma Wan for the first time, are subject to Practical Assessment through (a) Restricted Ma Wan Transit tidal window (b) Special tug requirement.

Berthing Guidelines

Location : URMP5-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.

060 **N. bound** LOA: Max 353m
Draft: Max. 15.5m (min. 10% UKC)
Time: Subject to current condition @
Mawan
Tugs: 1 escort from Kellett buoy for
Mawan Transit.
D>14.5m - 15.5m (see General
Remarks 4a, 4b)
D>14.5m - 15.5m (see General
Remarks 4c)
Remarks: 2 pilots.
See General Remarks

061 **S. bound** LOA: Max 353m
Draft: Max. 15.5m (min. 10% UKC)
Time: Subject to current condition @
Mawan
Tugs: 1 escort @ Mawan for Mawan
Transit.
D>14.5m - 15.5m (see General
remarks 4c)
Remarks: 2 pilots.
See General Remarks

General Remarks:

1. Vessels of LOA >310m are not permitted to anchor within the area between Ma Wan West and URMP5.
2. In case of special circumstances and conditions, when vessel of LOA >310m is required to anchor within the area between Ma Wan West and URMP5, she shall obtain prior approval from VTC and comply with the conditions required by VTC/MD.
3. Container vessel of LOA >353m, transiting Ma Wan for the first time, are subject to Practical Assessment through (a) Restricted Ma Wan Transit tidal window (b) Special tug requirement.
4. a) Restricted transit period @ Mawan = Current against >2.0 kts / With > 1.0 kt
b) Day light transit only.
c) North bound – 1 tug @ GI, 1 tug @ Mawan
South bound – 2 tugs @ Mawan

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

Location : YOD

Yam O floating dock

Delete Guidelines

Chapter: 3

PILOTAGE ADVISORY COMMITTEE

Ref : HQ/COM 423/1 (5)

PAC Paper No. 2/86

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

4. There are already in existence in Hong Kong a code of practice with certain companies owning large container vessels, to use the recommended number of tugs mentioned in the guideline and in addition request that two tugs are in attendance from the movement of the vessel from Green Island to the berth at Kwai Chung and vice versa.
5. For tankers, it is strongly recommended that these guidelines be strictly followed. **Due to the volatile and dangerous cargoes that these vessels transport, only tugs with Twin-Screw should be used for the berthing and unberthing of tankers at oil or LPG terminals.**
6. 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.

ON TRIAL – Phase II

Location : EURO-1

Euro-Asia berth 1

010 **Berthing** LOA: Max 135m
Draft: Max. 8m (min 10% UKC)
Time: D&N LW to HW+2
Tugs: 2
Remarks: (1) Starboard side to
(2) See General Remarks 1-3

011 **Unberthing** LOA: Max 135m
Draft: Max. 8m (min 10% UKC)
Time: 24 hrs.
Tugs: 2
Remarks: (1) Starboard side to
(2) See General Remarks 2-3

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

021 **Unberthing** LOA: Max 165m
Draft: Max. 8m or 9.0m with pontoon
(min 10% UKC)
Time: D&N LW-2 to HW+2

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

General Remarks:

- 1) No outer-fouling.
- 2) Entrance and dock inshore side should be clear of obstructions.
- 3) All coaster and barge traffic within terminal area should be under terminal's control.

On Trial - Phase II

Location : EURO-2

Euro-Asia berth 2

010 **Berthing** LOA: Max 135m
Draft: Max. 8m (min 10% UKC)
Time: D&N LW to HW+2
Tugs: 2
Remarks: (1) Starboard side to
 (2) See General Remarks 1-3

011 **Unberthing** LOA: Max 135m
Draft: Max. 8m (min 10% UKC)
Time: 24 hrs.
Tugs: 2
Remarks: (1) Starboard side to
 (2) See General Remarks 1-3

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

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

030 **Berthing** LOA: Max 200m
Draft: Max. 8m or 9.5m with pontoon
 (min 10% UKC)
Time: D&N LW to LW+1 & HW
Tugs: 3
Remarks: (1) Starboard side to
 (2) See General Remarks 2-3

031 **Unberthing** LOA: Max 200m
Draft: Max. 8m or 9.5m with pontoon
 (min 10% UKC)
Time: D&N LW to LW+1 and HW
Tugs: 2
Remarks: (1) Starboard side to
 (2) See General Remarks 2-3

General Remarks:

- 1) Port side to permissible for outer end only.
- 2) Entrance and dock inshore side should be clear of obstructions.
- 3) All coaster and barge traffic within terminal area should be under terminal's control.