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.3F/D from Yam O to TsingYi.
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.3F/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)	 a) EUROASIA – replace "EUROASIA" & "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 dock" under Code and Location respectively. 	Same as Item 1.
5.	Location : CCEMENT (China Cement Company (TSK))	 (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". (b) Item 030 Berthing and Item 031 Unberthing - replace Draft Max. "14m" by "15m". (c) Item 040 Berthing and Item 041 Unberthing - replace Draft Max. "14m" by "15m". 	 (a) Classes of vessels re-defined to reflect current ship sizes with LOA and Draft of vessels extended. (b) & (c) To increase the Draft of ships from 14m to 15m.
6.	Location : CLPTSK (China light power station (TSK))	 (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". (b) Item 030 Berthing and Item 031 Unberthing - replace Draft Max. "14m" by "15m". 	 (a) Classes of vessels re-defined to reflect current ship sizes with LOA and Draft of vessels extended. (b) To increase the Draft of ships from 14m to 15m.
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)	(a) Item 010 Berthing - replace Item "010" by "020". (b) Item 011 Unberthing - replace Item "011" by "021". (c) Insert following new item above Item 010: 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. (d) Insert following new item above Item 011: 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:	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 3rd 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.

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11	Government mooring buoys
12	Berthing guidelines : by location code (Index)
	Berthing guidelines: by location code
13	Amendment log sheet

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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

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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

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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	Anchorages 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
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TOW-BERTH	Ship under tow to/from berth Tolo harbour Town Gas wharf
TPGAS	
TYD	Floating docks west of T/Y Island
URMPS/URMA	Transit Mawan – Bulker & Tanker (All vessels
	other than passenger & container ship)

other than passenger & container ship) Transit Mawan – Passenger & Container ship URMPS-C/

URMA-C

WA-1 Western anchorage No.1 Western anchorage No.2 WA-2 Western anchorage No.3 WA-3 Western quarantine anchorage WQA

Yau Ma Tei anchorage YMTA Yam O floating dock YOD 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	Anchorages 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
	10011 Int Wilmit 110.2 Octor

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

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			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 2107 8127 2107 8122
MOBIL E	14.6	250	089/269	267	3197 8137 3197 8133 3197 8137 3197 8133
MOBIL-E	7.5	107 270	089/269	41	3197 8137 3197 8133
OTN OTS	8.5 10.67	290	078/258 078/258	340 381	2118 8951 2118 8951
	8.5	290 175		200	
RTT-1 RTT-2	8.5 8.5	173	116/296 026/206	250	2122 7155 9728 6230 2122 7155 9728 6230
SHACHAU	7.5	120	163/343	152	2613 9127 2988 6161
SHELL SHELL-1E	14.5 6.5	245 100	150/330 008/188	226 80	2432 8704 2432 8704
SHELL-1E SHELL-2E	6.5 6.5	90	008/188	80 75	2432 8704 2432 8704
SHELL-ZE SHELL-LPG	8.0	135	150/330	118	2432 8704 2432 8704
SWSTL	8.0 11.5	200	130/330	215	2432 8704 2618 8761
TPGAS	11.5	200	123/303	300	2666 2106 7116 3113-2909
YUENFAT	6.7	153	040/220	171	2000 2100 /110 3113-2707
IULIIAI	0.7	133	070/220	1/1	

Chapter: 8	BERTH /WHARF/TERMINAL INFORMA	TION

BERTH	Droft(m)	I OA(m)	Direction	Longth	Talanhana Na
DEKIN	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	95 255	2431 2428
ESSO ESSO-EL	14.63	274	098/278	255	3197 8273
	5.5 9.0	107 165	098/278	30 240	2497 0229 2436 8102
EURO 1 EURO 2	9.0 9.5	200	020/200 020/200	280	2436 8102 2436 8102
HKELECT (N)	9.5 14.6	262	170/350	290	2982 6270 2982 6274 9423 6670
HKELECT (N)	14.6	262	170/350	290	2982 6270 2982 6274 9423 6670 2982 6270 2982 6274 9423 6670
HUDSW dist. from f/d			008/188	250	2495 1211
KC 1-2	14.0	350	163/343	305	2115 3552
KC 1-2 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 LDC	6.5	90 125	008/188	75	2432 8704 2432 8704
SHELL-LPG	8.0	135	150/330	118	2432 8704
SWSTL	11.5	200	125/305	215	2618 8761 2666 2106 7116 3113-2909
TPGAS YUENFAT	11.0 6.7	228 153	120/300 040/220	300 171	2000 2100 /110 3113-2909
IULNIAI	0.7	133	040/220	1/1	

Chapter: 12 **BERTHING GUIDELINES**

** INDEX **

Code 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 Resources T/Y main berth (A) CRC-A 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 4
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
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HKELECT(S) Lamma power station south wharf JBDGA Junk Bay DG anchorage KC1,2,3,5 Kwai Chung berth 1,2,3&5
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K('A K wai ('hiing herth /l
TYPE TO THE TENTH OF THE TENTH
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
SSK-2	Sham Shui Kok Anchorage
	No.2
SWSTL	Shiu Wing steel wharf (TSK)
ТНА	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 /	Transit Mawan – Bulker &
URMA	Tanker (All vessels other than
	passenger & container ship)
URMPS-C /	Transit Mawan – Passenger &
URMA-C	Container ship
YMTA	Yau Ma Tei anchorage
YOD	Yam O floating dock
YUENFAT	Yuen Fat wharf No.2 berth
1	1

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
CEITSII	(TSK)
CMKEN-N	China Merchant Kennedy
CIVILLIVIV	Town north berth
CMKEN-S	China Merchant Kennedy
CIVITALI V-15	Town south berth
CRC-A	China Resources T/Y main
CRC 11	berth (A)
CRC-B	China Resources T/Y west
CRC B	berth (B)
CRC-C	China Resources T/Y east
CRC-C	berth (C)
CRC-CW	China Resources Chai Wan
	berth
CRC3-TY	China Resources T/Y No. 3
CRC3 11	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
LOSO EL	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	
01110	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	
RTT-1	anchorage River Trade Terminal No.1	
K11-1		
RTT-2	berth River Trade Terminal No.2	
R11-2		
OE AEDIAI	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	
SSK-2	Sham Shui Kok Anchorage	
	No. 2	
SWSTL	Shiu Wing steel wharf (TSK)	
ТНА	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 /	Transit Mawan – Bulker &	
URMA	Tanker (All vessels other than	
	passenger & container ship)	
URMPS-C /	Transit Mawan – Passenger &	
	Container ship	
URMA-C		
URMA-C WA-1	IWestern anchorage No 1	
WA-1	Western anchorage No.1 Western anchorage No.2	
WA-1 WA-2	Western anchorage No.2	
WA-1 WA-2 WA-3	Western anchorage No.2 Western anchorage No.3	
WA-1 WA-2	Western anchorage No.2	

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 011 Unberthing LOA: Max 168m Max. 10m (min 10% UKC) Max. 10m (min 10% UKC) **Draft: Draft:** Time: Day light only Time: Day light only Tugs: Tugs: **Remarks: Remarks:** Stem to tide for berthing. 020 LOA: Max 183m 021 LOA: Max 183m Berthing Unberthing Max. 12m (min 10% UKC) Max. 12m (min 10% UKC) **Draft: Draft:** Time: Day light only Time: Day light only Draft>10m Day HW+1 to HW+3 Draft>10m subject to current condition @ Mawan & Day LW-1 to LW+1.5 @ Mawan 1 Tugs: 2. escort **(**a) Mawan if **Tugs:** 1 escort **(a**) Mawan if Draft>10m. Draft>10m. Remarks: 2 pilots. **Remarks:** 2 pilots. Stem to tide for berthing. Draft>10m Starboard side to. 030 031 Berthing LOA: Max 230m Unberthing LOA: Max 230m **Draft:** Max. 14m (min 10% UKC) **Draft:** Max. 14m (min 10% UKC) Time: Day HW+1 to HW+3 @ Mawan Time: Day light only Subject to current condition @ Mawan. If Draft >12.5m day transit only **Tugs:** 2 incl. 1 @ Mawan est.

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 240m **Draft:** Max. 14m (min 10% UKC)

Time: Day HW+1 to HW+1.5 @ Mawan

4 incl. 1 escort from GI + 1 @ **Tugs:**

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)

berth to URMA

Time: Day HW to HW+2 &

> Day LW+1 to LW+3 @ Mawan Draft≤12.5m subject to current condition @ Mawan Day only

> To URMA: 2 incl. 1 escort from

Tugs: 2 incl. 1 escort @ Mawan

To URMA: 2 incl. 1 escort from

berth to URMA.

Remarks: 2 pilots.

Remarks: 2 pilots.

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

> LOA \(\leq 230m \): Restricted transit period (a) Mawan = Current Against \(\req 2.5 \) knots / With \(\req 1.5 \) 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 (a) Mawan: Day = (Sunrise - 30mins.) To (Sunset + 30mins.)

010 Berthing LOA: Max 168m 011 **Unberthing** LOA: Max 168m Max. 10m (min 10% UKC) **Draft:** Max. 10m (min 10% UKC) **Draft:** Day light only Day light only Time: Time: Tugs: Tugs: 2. **Remarks: Remarks:** Stem to tide for berthing. 020 Berthing LOA: Max 183m 021 **Unberthing** LOA: Max 183m Max. 12m (min 10% UKC) **Draft: Draft:** Max. 12m (min 10% UKC)

Time: Day light only Time: Day light only Draft>10m Day HW+1 to HW+3 Draft>10m subject to current

> & Day LW-1 to LW+1.5 condition @ Mawan

Mawan 2. 1 escort **(a**) Mawan if 2. 1 escort **(a**) Mawan if

Tugs: Draft>10m. Draft>10m.

Remarks: 2 pilots. Stem to tide for berthing. Remarks: 2 pilots.

Draft>10m Starboard side to.

Tugs:

030 Berthing LOA: Max 230m 031 Unberthing LOA: Max 230m Max. 15m (min 10% UKC) **Draft:** Max. 15m (min 10% UKC) **Draft:**

Day HW+1 to HW+3 @ Mawan Time: Time: Day light only

Subject to current condition @

Mawan.

If Draft >12.5m day transit only 3 incl. 1 @ Mawan est. 2 incl. 1 @ Mawan est. Tugs: **Tugs:**

From URMA: 3 incl. 1 escort To URMA: 2 incl. 1 escort from

from URMA to berth berth to URMA

Remarks: 2 pilots. Remarks: 2 pilots.

Starboard side to.

040 Berthing LOA: Max 240m 041 Unberthing LOA: Max 240m **Draft:** Max. 15m (min 10% UKC) **Draft:** Max. 15m (min 10% UKC)

Time: Day HW+1 to HW+1.5 @ Mawan Time: Day HW to HW+2 &

Day LW+1 to LW+3 @ Mawan **Tugs:** 4 incl. 1 escort from GI + 1 @ Draft≤12.5m subject to current Mawan

condition @ Mawan Day only

If Draft≤12m, 3 incl. 1 escort from **Tugs:** 2 incl. 1 escort @ Mawan GI + 1 @ Mawan

To URMA: 2 incl. 1 escort from From URMA: 4 incl. 1 escort

berth to URMA. URMA to berth. If Draft≤12m. 3

Remarks: 2 pilots. Starboard side to. Remarks: 2 pilots.

incl. 1 escort from URMA to berth

Tugs:

Location: CLPTSK China light power station (TSK)

> LOA≤230m: Restricted transit period @ Ma Wan = Current Against >2.5 knots / With >1.5 knots LOA>230m: Restricted transit period @ Ma Wan = Current Against>1.5 knots / With >0.5 knots

> > (per current info. supplied by HYDRO office)

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

010 LOA: Max 168m 011 LOA: Max 168m Berthing Unberthing Max. 10m (min 10% UKC) Max. 10m (min 10% UKC) **Draft: Draft:**

Time: Day light only Time: Day light only

Tugs: Tugs: **Remarks:** Stem to tide for berthing. **Remarks:**

020 Berthing LOA: Max 183m 021 **Unberthing** LOA: Max 183m **Draft:** Max. 12m (min 10% UKC) **Draft:** Max. 12m (min 10% UKC)

Time: Day light only Time: Day light only

> Draft>10m Day HW+1 to HW+3 Draft>10m subject to current

condition @ Mawan & Day LW-1 to LW+1.5 @

Mawan (a)

Tugs: 2. 1 escort if **Tugs:** 1 Mawan if Mawan escort **(**a)

Draft>10m Draft>10m

Remarks: 2 pilots. Remarks: 2 pilots.

Stem to tide for berthing.

030 Berthing LOA: Max 230m 031 **Unberthing** LOA: Max 230m Max. 14m (min 10% UKC) Max. 14m (min 10% UKC) **Draft: Draft:**

Time: Day HW+1 to HW+3 @ Mawan Time: Day light only

Subject to current condition @

Mawan

If draft>12.5m day transit only

3 incl. 1 @ Mawan est. **Tugs:** 2 incl. 1 @ Mawan est. **Tugs:**

> From URMA: 3 incl. 1 escort To URMA: 2 incl. 1 escort from

from URMA to berth berth to URMA

Remarks: 2 pilots. Remarks: 2 pilots.

Starboard side to.

040 Berthing LOA: Max 280m 041 Unberthing LOA: Max 280m Max. 16.8m (min 10% UKC) **Draft: Draft:** Max. 16.8m (min 10% UKC)

Day HW+1 @ Mawan Day HW to HW+2 & Time: Time:

1st Jun – 15th Oct : Day HW+0.5 Day LW+1 to LW+3 @ Mawan @ Mawan Draft≤12.5m subject to current

condition @ Mawan Day only

4 tugs minimum 3000hp each 2 incl. 1 escort @ Mawan or 2 **Tugs:**

incl. 1 escort from GI + 1 @ escort @ Mawan if Draft >14m Mawan to berth

To URMA: 2 incl. 1 escort from From URMA: 4 tugs minimum berth to URMA. If Draft>14m 3000hp each incl. 1 escort from

2 escort from berth to URMA URMA to berth

Remarks: 2 pilots. Starboard side to. Remarks: 2 pilots.

Location : CLPTSK China light power station (TSK)

LOA\(\leq 230m\) : Restricted transit period @ Mawan = Current Against > 2.5 knots / With > 1.5 knots LOA\(\req 230m\) \(\leq 255m\) : Restricted transit period @ Mawan = Current Against > 2.0 kts / With > 1.0 kt LOA\(\req 255m\) : 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 Draft: Time: Tugs: Remarks:	Berthing LOA: Max 168m Max. 10m (min 10% UKC) Day light only 2. Stem to tide for berthing.	011 Draft: Time: Tugs: Remarks:	Unberthing LOA: Max 168m Max. 10m (min 10% UKC) Day light only 2.	
020 Draft: Time:	Berthing LOA: Max 183m Max. 12m (min 10% UKC) Day light only Draft>10m Day HW+1 to HW+3 & Day LW-1 to LW+1.5 @ Mawan	021 Draft: Time:	Unberthing LOA: Max 183m Max. 12m (min 10% UKC) Day light only Draft>10m subject to current condition @ Mawan	
Tugs: Remarks:	2. 1 escort @ Mawan if Draft>10m	Tugs:	2. 1 escort @ Mawan if Draft>10m 2 pilots.	
030 Draft: Time:	Berthing LOA: Max 230m Max. 15m (min 10% UKC) Day HW+1 to HW+3 @ Mawan	031 Draft: Time:	Unberthing LOA: Max 230m Max. 15m (min 10% UKC) Day light only Subject to current condition @ Mawan If draft>12.5m day transit only	
Tugs:	3 incl. 1 @ Mawan est. From URMA: 3 incl. 1 escort from URMA to berth 2 pilots. Starboard side to.	Tugs:	2 incl. 1 @ Mawan est. To URMA: 2 incl. 1 escort from berth to URMA	
040 Draft: Time:	Berthing LOA: Max 280m Max. 16.8m (min 10% UKC) Day HW+1 @ Mawan 1 st Jun – 15 th Oct : Day HW+0.5 @ Mawan	041 Draft: Time:	Unberthing LOA: Max 280m Max. 16.8m (min 10% UKC) Day HW to HW+2 & Day LW+1 to LW+3 @ Mawan Draft≤12.5m subject to current condition @ Mawan Day only	
Tugs:	4 tugs minimum 3000hp each incl. 1 escort from GI + 1 @ Mawan to berth	Tugs:	2 incl. 1 escort @ Mawan or 2 escort @ Mawan if Draft >14m	
	From URMA: 4 tugs minimum		To URMA: 2 incl. 1 escort from	

berth to URMA. If Draft>14m

2 escort from berth to URMA

Remarks: 2 pilots. Starboard side to. Remarks: 2 pilots.

From URMA: 4 tugs minimum

3000hp each incl. 1 escort from

URMA to berth

ON TRIAL – Phase I

Location: HKELECT(N) Lamma power station north wharf

(Declared Depth of Channel & Berth 15.5m)

 010
 Berthing
 LOA: Max 172m
 011
 Unberthing
 LOA: Max 172m

 Draft:
 Max. 10. 0m (min 15% UKC)
 Draft:
 Max. 10.0m (min 15% UKC)

Time: 24 hours Time: 24 hours

Tugs: 2 **Tugs:** 2

Remarks: Starboard side to. **Remarks:** Night: Draft >8.5m 2 pilots.

Day: 1 pilot, Night: 2 pilots.

 020
 Berthing
 LOA: Max 198m
 021
 Unberthing
 LOA: Max 198m

 Draft:
 Max. 11.5m (min 15% UKC)
 Draft:
 Max. 11.5m (min 15% UKC)

Time: D: HW-1.5 to LW+1.5 **Time:** 24 hours

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. **Tugs:** 2. If D>9m 3

Remarks: Starboard side to. **Remarks:** Night: Draft >8.5m 2 pilots.

Day: 1 pilot, Night: 2 pilots.

 030
 Berthing
 LOA: Max 250m
 031
 Unberthing
 LOA: Max 250m

 Draft:
 Max. 14.6m (min 15% UKC)
 Draft:
 Max. 14.6m (min 15% UKC)

Time: D: HW-1.5 to LW+1 **Time:** 24 hours

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. **Tugs:** 3. If D>10m 4

Remarks: Starboard side to. **Remarks:** Day: 1 pilot, Night: 2 pilots.

Day: 1 pilot, Night: 2 pilots.

 040
 Berthing
 LOA: Max 262m
 041
 Unberthing
 LOA: Max 262m

 Draft:
 Max. 14.6m (min 15% UKC)
 Draft:
 Max. 14.6m (min 15% UKC)

Time: D: HW-1 to HW+1 **Time:** 24 hours

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. **Tugs:** 3. If D>10m 4 **Remarks:** 2 pilots. Starboard side to. **Remarks:** 2 pilots.

N 1 100 000 DIVIT

Not exceeding 100,000 DWT.

Location : HKELECT(N) Lamma power station north wharf

(Declared Depth of Channel & Berth 15.5m)

 010
 Berthing
 LOA: Max 172m
 011
 Unberthing
 LOA: Max 172m

 Draft:
 Max. 10.0m (min 15% UKC)
 Draft:
 Max. 10.0m (min 15% UKC)

Time: 24 hours Time: 24 hours

Tugs:2Tugs:2Remarks:Starboard side to.Remarks:

 020
 Berthing
 LOA: Max 198m
 021
 Unberthing
 LOA: Max 198m

 Draft:
 Max. 11.5m (min 15% UKC)
 Draft:
 Max. 11.5m (min 15% UKC)

Time: HW-1.5 to LW+1.5 **Time:** 24 hours

Outerfoul:

HW-1.5 to HW+1

Tugs: 3 incl. 2 est. **Tugs:** 2. If D>9m 3

Remarks: Starboard side to. **Remarks:** Night: Draft >8.5m 2 pilots.

Day: 1 pilot, Night: 2 pilots.

030 **Berthing** LOA: Max 250m 031 **Unberthing** LOA: Max 250m **Draft:** Max. 14.6m (min 15% UKC) **Draft:** Max. 14.6m (min 15% UKC)

Time: HW-1.5 to LW+1 Time: 24 hours

Outerfoul:

HW-1.5 to HW+1

Tugs: 4 incl. 2 est. **Tugs:** 3. If D>10m 4

Remarks: Starboard side to. **Remarks:** Day: 1 pilot, Night: 2 pilots.

Day: 1 pilot, Night: 2 pilots.

 040
 Berthing
 LOA: Max 262m
 041
 Unberthing
 LOA: Max 262m

 Draft:
 Max. 14.6m (min 15% UKC)
 Draft:
 Max. 14.6m (min 15% UKC)

Time: Day: HW-1 to HW+1 **Time:** 24 hours

LW-1 to LW+1

Outerfoul:

Day HW-0.5 to HW+0.5

Tugs: 4 incl. 2 est. **Tugs:** 3. If D>10m 4

Remarks: 2 pilots. Starboard side to. **Remarks:** 2 pilots.

Not exceeding 100,000 DWT.

ON TRIAL - Phase I

Location: HKELECT(S) Lamma power station south wharf

(Declared Depth of Channel & Berth 15.5m)

010 011 LOA: Max 172m Berthing LOA: Max 172m **Unberthing** Max. 10.0m (min 15% UKC) **Draft:** Max. 10.0m (min 15% UKC) **Draft:**

Time: 24 hours Time: 24 hours

Tugs: Tugs:

Remarks: Night: Draft >8.5m 2 pilots. Remarks: Starboard side to.

Day: 1 pilot, Night: 2 pilots.

020 021 Berthing LOA: Max 198m **Unberthing** LOA: Max 198m **Draft:** Max. 11.5m (min 15% UKC) **Draft:** Max. 11.5m (min 15% UKC)

D: HW-1.5 to LW+1.5 Time: Time: 24 hours

N: HW-0.5 to LW-1

3 incl. 2 est. 2. If D>9m 3 **Tugs: Tugs:**

Remarks: Starboard side to. **Remarks:** Night: Draft >8.5m 2 pilots.

Day: 1 pilot, Night: 2 pilots.

030 Berthing LOA: Max 250m 031 **Unberthing** LOA: Max 250m Max. 14.6m (min 15% UKC) Max. 14.6m (min 15% UKC) **Draft: Draft:**

Time: D: HW-1.5 to LW+1 Time: 24 hours

N: HW-0.5 to LW-1

Tugs: 4 incl. 2 est. Tugs: 3. If D>10m 4

Remarks: Starboard side to. Remarks: Day: 1 pilot, Night: 2 pilots.

Day: 1 pilot, Night: 2 pilots.

N: HW-0.5 to HW+0.5

040 041 Berthing LOA: Max 262m Unberthing LOA: Max 262m Max. 14.6m (min 15% UKC) **Draft:** Max. 14.6m (min 15% UKC)

Draft: 24 hours

Time: Time: D: HW-1 to HW+1

LW-1 to LW+1

4 incl. 2 est. 3. If D>10m 4 **Tugs:** Tugs:

Remarks: 2 pilots. **Remarks:** 2 pilots. Starboard side to. Not exceeding 100,000 DWT.

Location: HKELECT(S) Lamma power station south wharf

(Declared Depth of Channel & Berth 15.5m)

010 **Berthing** LOA: Max 172m 011 **Unberthing** LOA: Max 172m **Draft:** Max. 10.0m (min 15% UKC) **Draft:** Max. 10.0m (min 15% UKC)

Time: 24 hours Time: 24 hours

Tugs:2Tugs:2Remarks:Starboard side to.Remarks:

 020
 Berthing
 LOA: Max 198m
 021
 Unberthing
 LOA: Max 198m

 Draft:
 Max. 11.5m (min 15% UKC)
 Draft:
 Max. 11.5m (min 15% UKC)

 Time:
 HW-1.5 to LW+1.5
 Time:
 24 hours

 Tugs:
 3 incl. 2 est.
 Tugs:
 2. If D>9m 3

Remarks: Starboard side to. **Remarks:** Night: Draft >8.5m 2 pilots.

Day: 1 pilot, Night: 2 pilots.

030 **Berthing** LOA: Max 250m 031 **Unberthing** LOA: Max 250m **Draft:** Max. 14.6m (min 15% UKC) **Draft:** Max. 14.6m (min 15% UKC)

 Time:
 HW-1.5 to LW+1
 Time:
 24 hours

 Tugs:
 4 incl. 2 est.
 Tugs:
 3. If D>10m 4

Remarks: Starboard side to. **Remarks:** Day: 1 pilot, Night: 2 pilots.

Day: 1 pilot, Night: 2 pilots.

040 **Berthing** LOA: Max 262m 041 **Unberthing** LOA: Max 262m **Draft:** Max. 14.6m (min 15% UKC) **Draft:** Max. 14.6m (min 15% UKC)

Time: Day: HW-1 to HW+1 Time: 24 hours LW-1 to LW+1

Tugs: 4 incl. 2 est. **Tugs:** 3. If D>10m 4

Remarks: 2 pilots. Starboard side to. **Remarks:** 2 pilots.

Not exceeding 100,000 DWT.

Location: KC13-14 Kwai Chung berth 13-14

(Declared Depth 15.5m)

010	Berthing LOA: Max 130m	011	Unberthing LOA: Max 130m
Draft:	Max. $15.0m + tide - 10\% UKC$	Draft:	Max. $15.0m + tide - 10\% UKC$
Time.	21 hrs	Time.	21 hrs

Time: Time:

Tugs: 1. If D>8m 2 Tugs: 1. If no anchor down 2

Remarks: Ro-Ro vessel 2 tugs if adverse Remarks: Ro-Ro vessel 2 tugs if adverse

> weather. weather.

020 LOA: Max 230m 021 LOA: Max 230m Berthing **Unberthing Draft:** Max. 15.0m + tide - 10%UKC **Draft:** Max. 15.0m + tide - 10% UKC

Time: 24 hrs. Time: 24 hrs. Tugs: 2 Tugs: 2 Remarks: Remarks:

030 Berthing LOA: Max 270m 031 Unberthing LOA: Max 270m $Max.\ 15.0m + tide - 10\% UKC$ **Draft:** Max. 15.0m + tide - 10% UKC**Draft:** Time: 24 hrs. Time: 24 hrs.

2 incl. 1 GI est. if no bow thruster. **Tugs: Tugs:** 2. 1 if bow & stern thrusters fitted.

1 if bow & stern thrusters fitted.

Remarks: Stern in 3 tugs. Remarks:

040 Berthing LOA: Max 367m 041 Unberthing LOA: Max 367m **Draft:** Max. 15.0m + tide - 10% UKC**Draft:** Max. 15.0m + tide - 10% UKCTime: 24 hrs.

24 hrs. Time:

Tugs: 3 incl. 1 GI est, if no bow thruster. Tugs: 2. 1 if bow & stern thrusters fitted.

1 if bow & stern thrusters fitted.

Remarks: Stern in 3 tugs. Remarks:

050 LOA: Max 410m 051 LOA: Max 410m Berthing Unberthing Max. 15.0m + tide - 10% UKC **Draft: Draft:** Max. 15.0m + tide - 10% UKC 24 hrs. Time: 24 hrs. Time:

Tugs: 3 incl. 1 GI est. if no bow thruster. **Tugs:**

> 2 if bow & stern thrusters fitted. 2 if bow & stern thrusters fitted.

Remarks: Remarks:

General Remarks:

- ➤ Please see Chapter 4(1) Berthing Remarks for Kwai Chung Terminals.
- Vessels intending to sail or arrive with draft exceeding 15.0m should inform VTC & HK Pilots in ample time for consideration.
- 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.
- \rightarrow LOA > 367m 410m ON TRIAL

Location: KC13-14 Kwai Chung berth 13-14

(Declared Depth 15.5m)

010	Berthing LOA: Max 130m	011	Unberthing LOA: Max 130m
Draft:	Max. $15.0m + tide - 10\% UKC$	Draft:	Max. $15.0m + tide - 10\% UKC$
Time.	21 hrs	Time.	21 hrs

Time: 24 hrs. Time: 24 hrs.

Tugs: 1. If D>8m 2 Tugs: 1. If no anchor down 2

Remarks: Ro-Ro vessel 2 tugs if adverse Remarks: Ro-Ro vessel 2 tugs if adverse

weather. weather.

020 Berthing LOA: Max 230m 021 Unberthing LOA: Max 230m Max. 15.0m + tide - 10% UKC Max. 15.0m + tide - 10% UKC**Draft: Draft:** 24 hrs.

Time: 24 hrs. Time: Tugs: 2 Tugs: 2 **Remarks: Remarks:**

030 Berthing LOA: Max 270m 031 **Unberthing** LOA: Max 270m **Draft:** Max. 15.0m + tide - 10%UKC **Draft:** Max. 15.0m + tide - 10% UKC24 hrs.

24 hrs Time: Time:

2 incl. 1 GI est, if no bow thruster. **Tugs:** Tugs: 2. 1 if bow & stern thrusters fitted.

1 if bow & stern thrusters fitted.

Remarks: Stern in 3 tugs. Remarks:

040 **Berthing** LOA: Max 367m 041 **Unberthing** LOA: Max 367m Max. 15.0m + tide - 10%UKC Max. 15.0m + tide - 10% UKC**Draft: Draft:** Time: 24 hrs. Time: 24 hrs.

2. 1 if bow & stern thrusters fitted. Tugs: 3 incl. 1 GI est, if no bow thruster. **Tugs:**

1 if bow & stern thrusters fitted.

Remarks: Remarks:

050 051 LOA: Max 410m Berthing LOA: Max 410m **Unberthing Draft:** Max. 15.0m + tide - 10% UKC **Draft:** Max. 15.0m + tide - 10% UKC 24 hrs.

Time: 24 hrs. Time: Tugs: 3 incl. 1 GI est. if no bow thruster. Tugs: 3.

> 2 if bow & stern thrusters fitted. 2 if bow & stern thrusters fitted.

Remarks: Remarks:

General Remarks:

- ➤ Please see Chapter 4(1) Berthing Remarks for Kwai Chung Terminals.
- > Vessels intending to sail or arrive with draft exceeding 15.0m should inform VTC & HK Pilots in ample time for consideration.
- ➤ 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.
- \triangleright LOA > 367m 410m ON TRIAL

Location: SHELL-LPG Shell oil terminal LPG berth

010 **Berthing** LOA: Max 135m 011 **Unberthing** LOA: Max 135m

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

Time: D&N HW-1 to HW+2 & **Time:** 24 hrs.

D&N LW to LW+2

Tugs: 2
Remarks: Port side to.

Tugs: 2
Remarks: Remarks:

Location: SHELL-LPG Shell oil terminal LPG berth

010 **Berthing** LOA: Max 100m 011 **Unberthing** LOA: Max 100m

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

Time: D&N HW-1 to HW+2 & **Time:** 24 hrs.

D&N LW to LW+2

Tugs: 2 (grade II) Not to be replaced by **Tugs:** 2 (grade II) Not to be replaced by 1

1 (grade I) tug. (grade I) tug.

Remarks: Port side to. **Remarks:**

020 **Berthing** LOA: Max 135m 021 **Unberthing** LOA: Max 135m

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

Time: D&N HW-1 to HW+2 & **Time:** 24 hrs.

D&N LW to LW+2

Tugs: 2
Remarks: Port side to.

Tugs: 2
Remarks: Port side to.

Location: TYD Floating docks west of T/Y Island

010 **Berthing** LOA: Max 183m 011 **Unberthing** LOA: Max 183m

Draft: Max. 8.5m (min 10% UKC) **Draft:** Max. 8.5m (min 10% UKC)

Time:24 hrs.Time:24 hrs.Tugs:2 if in towTugs:2 if in tow

Remarks: In tow thrusters not considered **Remarks:** In tow thrusters not considered

 020
 Berthing
 LOA: Max 198m
 021
 Unberthing
 LOA: Max 198m

 Draft:
 Max. 8.5m (min 10% UKC)
 Draft:
 Max. 8.5m (min 10% UKC)

Time:24 hrs.Time:24 hrs.Tugs:3 if in towTugs:3 if in tow

Remarks: In tow thrusters not considered **Remarks:** In tow thrusters not considered

 030
 Berthing
 LOA: Max 265m
 031
 Unberthing
 LOA: Max 265m

 Draft:
 Max. 8.5m (min 10% UKC)
 Draft:
 Max. 8.5m (min 10% UKC)

Time: Dock master's advice. **Time:** Dock master's advice.

Preferably slack water if in tow. Preferably slack water if in tow.

Tugs: 1 @ GI est. 4 if in tow. **Tugs:** 1 @ POB est. 4 if in tow.

Remarks: In tow 2 pilots. **Remarks:** In tow 2 pilots.

In tow thrusters not considered.

Min. draft sufficient propeller

In tow thrusters not considered.

Min. draft sufficient propeller

immersion. immersion.

040 **Berthing** LOA: Max 270m 041 **Unberthing** LOA: Max 270m **Draft:** Max. 8m (min 10% UKC) **Draft:** Max. 8m (min 10% UKC)

Time: Dock master's advice.

Time: Dock master's advice.

Time: Dock master's advice.

Preferably slack water if in tow. Preferably slack water if in tow.

Tugs: 1 @ GI est. 4 if in tow. **Tugs:** 1 @ POB est. 4 if in tow.

Remarks: 2 pilots if in tow. **Remarks:** 2 pilots if in tow.

In tow thrusters not considered.

Min. draft sufficient propeller

In tow thrusters not considered.

Min. draft sufficient propeller

immersion. immersion.

Location: TYD Floating docks west of T/Y Island

 010
 Berthing
 LOA: Max 183m
 011
 Unberthing
 LOA: Max 183m

 Draft:
 Max. 8.5m (min 10% UKC)
 Draft:
 Max. 8.5m (min 10% UKC)

Time:24 hrs.Time:24 hrs.Tugs:2 if in towTugs:2 if in tow

Remarks: In tow thrusters not considered **Remarks:** In tow thrusters not considered

 020
 Berthing
 LOA: Max 198m
 021
 Unberthing
 LOA: Max 198m

 Draft:
 Max. 8.5m (min 10% UKC)
 Draft:
 Max. 8.5m (min 10% UKC)

 Time:
 24 hrs.

 Tugs:
 3 if in tow

 Tugs:
 3 if in tow

Remarks: In tow thrusters not considered **Remarks:** In tow thrusters not considered

030 **Berthing** LOA: Max 265m **Draft:** Max. 8.5m (min 10% UKC) **Dock** master's advice.

031 **Unberthing** LOA: Max 265m

Max. 8.5m (min 10% UKC) **Dock** master's advice.

Dock master's advice.

Preferably slack water if in tow. Preferably slack water if in tow.

Tugs: 1 @ GI est. 4 if in tow. **Tugs:** 1 @ POB est. 4 if in tow.

Remarks: In tow 2 pilots. **Remarks:** In tow 2 pilots.

In tow thrusters not considered.

Min. draft sufficient propeller

In tow thrusters not considered.

Min. draft sufficient propeller

immersion. immersion.

040 **Berthing** LOA: Max 300m 041 **Unberthing** LOA: Max 300m **Draft:** Max. 8m (min 10% UKC) **Draft:** Max. 8m (min 10% UKC) **Time:** Dock master's advice. Time: Dock master's advice.

Preferably slack water if in tow.

Preferably slack water if in tow.

Preferably slack water if in tow.

Tugs: 1 @ GI est. 4 if in tow. Tugs: 1 @ POB est. 4 if in tow.

Remarks: 2 pilots if in tow. **Remarks:** 2 pilots if in tow.

In tow thrusters not considered.

Min. draft sufficient propeller

In tow thrusters not considered.

Min. draft sufficient propeller

immersion. immersion.

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 \(\leq 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
 011
 S. bound
 LOA: Max 183m

 Draft:
 Max. 12m (min 10% UKC)
 Draft:
 Max. 12m (min 10% UKC)

Time: 24 hrs. **Time:** 24 hrs.

Draft>10m subject to current Draft>10m subject to current

condition @ Mawan condition @ Mawan

Tugs: 1 escort @ Mawan if Draft>10m. **Tugs:** 1 escort @ Mawan if Draft>10m.

Remarks: Remarks:

 020
 N. bound
 LOA: Max 198m
 021
 S. bound
 LOA: Max 198m

 Draft:
 Max. 12.5m (min 10% UKC)
 Draft:
 Max. 12.5m (min 10% UKC)

Time: Subject to current condition @ Time: Subject to current condition @

Mawan Mawan

Tugs: 1 escort @ Mawan for Mawan Tugs: 1 escort @ Mawan for Mawan

Transit Transit

To URMA: +1 @ URMA if From URMA: +1 @ URMA if

Draft>10m. Draft>10m.

Remarks: Day: 1 pilot

Night: 2 pilots

Night: 2 pilots

030 **N. bound** LOA: Max 230m 031 **S. bound** LOA: Max 230m

Draft: Max. 13m (min 10% UKC) **Draft:** Max. 13m (min 10% UKC)

Time: Subject to current condition @ Time: Subject to current condition @

Mawan Mawan

Draft>12.5m day transit only

Draft>12.5m day transit only

Tugs: 1 escort @ Mawan for Mawan Tugs: 1 escort @ Mawan for Mawan

Transit Transit

To URMA: +1 @ URMA if From URMA: +1 @ URMA if

Draft>10m. Draft>10m.

Remarks: 2 pilots. **Remarks:** 2 pilots.

Location: URMPS/URMA Transit Mawan - Bulker & Tanker (All vessels other than passenger & container ship)

LOA \(\leq 230m \): Restricted transit period (a) Mawan = Current Against \(\req 2.5 \) knots / With \(\req 1.5 \) 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 (a) Mawan: Day = (Sunrise - 30mins.) To (Sunset + 30mins.)

010 LOA: Max 183m 011 S. bound LOA: Max 183m N. bound **Draft:** Max. 12m (min 10% UKC) **Draft:** Max. 12m (min 10% UKC)

Time: 24 hrs. Time: 24 hrs.

Draft>10m subject to current Draft>10m subject to current

condition @ Mawan condition @ Mawan

1 escort @ Mawan if Draft>10m. **Tugs:** 1 escort @ Mawan if Draft>10m. **Tugs:**

Remarks: Remarks:

020 N. bound LOA: Max 198m 021 S. bound LOA: Max 198m **Draft:** Max. 12.5m (min 10% UKC) **Draft:** Max. 12.5m (min 10% UKC) Time: Subject to current condition @ Time: Subject to current condition @

> Mawan Mawan

1 escort @ Mawan for Mawan **Tugs: Tugs:** 1 escort @ Mawan for Mawan

> Transit Transit

To URMA: **(**a) URMA if From URMA: +1 @ URMA if +1

Draft>10m. Draft>10m.

Remarks: Day: 1 pilot Remarks: Day: 1 pilot

Night: 2 pilots Night: 2 pilots

030 031 N. bound LOA: Max 230m S. bound LOA: Max 230m **Draft:** Max. 13m (min 10% UKC) **Draft:** Max. 13m (min 10% UKC)

Time: Subject to current condition @ Time: Subject to current condition @

> Mawan Mawan

Draft>12.5m day transit only Draft>12.5m day transit only

Tugs: 1 escort @ Mawan for Mawan Tugs: 1 escort @ Mawan for Mawan

Transit Transit

To URMA: +1 (a) URMA if From URMA: +1 @ URMA if

Draft>10m. Draft>10m.

Remarks: 2 pilots. Remarks: 2 pilots. (cont'd) (All vessels other than passenger & container ship)

040 **N. bound** LOA: Max 255m 041 **S. bound** LOA: Max 255m

Draft: Max. 14m (min 10% UKC) **Draft:** Max. 14m (min 10% UKC)

Time: Day light only **Time:** Day light only

Subject to current condition @ Subject to current condition @

Mawan Mawan

Tugs: 1 escort @ Mawan for Mawan Tugs: 1 escort @ Mawan for Mawan

Transit; from GI if Draft>10m. Transit.

To URMA: 1 escort @ Mawan for From URMA: 1 escort @ Mawan Mawan Transit +1 @ URMA; 1 for Mawan Transit; from URMA if

escort from GI through to URMA if Draft>10m.

Draft>10m.

Remarks: 2 pilots. **Remarks:** 2 pilots.

050 **N. bound** LOA: Max 290m 051 **S. bound** LOA: Max 290m **Draft:** Max. 16.8m (min 10% UKC) **Draft:** Max. 16.8m (min 10% UKC)

Time: Day light only **Time:** Day light only

Subject to current condition @ Subject to current condition @

Mawan Mawan

Tugs: 1 escort from GI for Mawan Transit; Tugs: 1 escort @ Mawan for Mawan

+1 @ Mawan if Draft>14m. Transit; 2 if Draft>14m.

To URMA: 1 escort from GI to From URMA: 1 escort from URMA
URMA; +1 from Mawan to URMA for Mawan Transit; +1 @ Mawan if

if Draft>14m. Draft>14m.

Remarks: 2 pilots. **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 lightening 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.

Location: URMPS/URMA Transit Mawan - Bulker & Tanker (All vessels other than passenger & container ship)

 $LOA \le 230m$: Restricted transit period (a) Mawan = Current Against > 2.5 knots / With > 1.5 knots LOA>230m \(255m \): Restricted transit period (a) 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 041 S. bound LOA: Max 255m **Draft:** Max. 15m (min 10% UKC) Draft: Max. 15m (min 10% UKC)

Time: Day light only Time: Day light only

> Subject to current condition @ Subject to current condition @ Mawan

Mawan

Tugs: 1 escort @ Mawan for Mawan **Tugs:** 1 escort @ Mawan for Mawan

> Transit: from GI if Draft>10m. Transit.

To URMA: 1 escort @ Mawan for From URMA: 1 escort @ Mawan Mawan Transit +1 @ URMA; 1 for Mawan Transit; from URMA if

escort from GI through to URMA if Draft>10m. Draft>10m.

Remarks: 2 pilots. Remarks: 2 pilots.

050 N. bound LOA: Max 290m 051 S. bound LOA: Max 290m **Draft:** Max. 16.8m (min 10% UKC) **Draft:** Max. 16.8m (min 10% UKC)

Time: Day light only Time: Day light only

> Subject to current condition Subject to current condition @

Mawan Mawan

Tugs: 1 escort from GI for Mawan Transit: Tugs: 1 escort @ Mawan for Mawan

> +1 @ Mawan if Draft>14m. Transit; 2 if Draft>14m.

To URMA: 1 escort from GI to From URMA: 1 escort from URMA URMA; +1 from Mawan to URMA for Mawan Transit; +1 @ Mawan if

if Draft>14m. Draft>14m.

Remarks: 2 pilots. 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 lightening 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.

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
 011
 S. bound
 LOA: Max 183m

 Draft:
 Max. 12m (min. 10% UKC)
 Draft:
 Max. 12m (min. 10% UKC)

Time: 24 hrs.

me. 24 ms.

Draft>10m subject to current Draft>10m subject to current

condition @ Mawan condition @ Mawan

Tugs: Tugs: Remarks: Remarks:

020 N. bound LOA: Max 230m 021 S. bound LOA: Max 230m Draft: Max. 12.5m (min. 10% UKC) Draft: Max. 12.5m (min. 10% UKC)
Time: Subject to current condition @ Time: Subject to current condition @

Mawan Mawan

Tugs: Tugs:

Remarks: Day: 1 pilot Remarks: Day: 1 pilot

Night: 2 pilots

Night: 2 pilots

030 **N. bound** LOA: Max 250m 031 **S. bound** LOA: Max 250m **Draft:** Max. 13m (min. 10% UKC) **Draft:** Max. 13m (min. 10% UKC)

Time: Subject to current condition @ Time: Subject to current condition @

Mawan Mawan

Tugs: 1 escort @ Mawan for Mawan Tugs: 1 escort @ Mawan for Mawan

Transit. Transit.

<u>To URMA</u>: +1 @ URMA (tug @ <u>From URMA</u>: +1 @ URMA (tug @ URMA exempted for vessels with URMA exempted for vessels with

thrusters). thrusters).

Remarks: 2 pilots. **Remarks:** 2 pilots.

 040
 N. bound
 LOA: Max 280m
 041
 S. bound
 LOA: Max 280m

 Draft:
 Max. 13.5m (min. 10% UKC)
 Draft:
 Max. 13.5m (min. 10% UKC)

Time: Subject to current condition @ Time: Subject to current condition @

Mawan Mawan

Tugs: 1 escort from Kellett buoy for Tugs: 1 escort @ Mawan for Mawan

Mawan Transit. Transit.

<u>To URMA</u>: +1 @ URMA (tug @ <u>From URMA</u>: +1 @ URMA (tug @ URMA exempted for vessels with

thrusters). thrusters).

Remarks: 2 pilots. **Remarks:** 2 pilots.

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 LOA: Max 183m 011 S. bound

Draft: Max. 12m (min. 10% UKC) **Draft:** Max. 12m (min. 10% UKC)

Time: Time: 24 hrs. 24 hrs.

> Draft>10m subject Draft>10m subject to current to current

condition @ Mawan condition @ Mawan

Tugs: Tugs: Remarks: Remarks:

020 N. bound LOA: Max 230m 021 S. bound LOA: Max 230m Max. 12.5m (min. 10% UKC) **Draft:** Max. 12.5m (min. 10% UKC) **Draft:** Time: Time:

Subject to current condition @ Subject to current condition @ Mawan

Mawan

Tugs: Tugs:

Remarks: Day: 1 pilot Remarks: Day: 1 pilot Night: 2 pilots Night: 2 pilots

030 N. bound LOA: Max 250m 031 S. bound LOA: Max 250m Max. 13m (min. 10% UKC) Draft: Max. 13m (min. 10% UKC) **Draft:**

Time: Subject to current condition @ Time: Subject to current condition @

> Mawan Mawan

Tugs: 1 escort @ Mawan for Mawan **Tugs:** 1 escort @ Mawan for Mawan

> Transit. Transit.

To URMA: +1 @ URMA (tug @ From URMA: +1 @ URMA (tug @ URMA exempted for vessels with URMA exempted for vessels with

thrusters). thrusters).

Remarks: 2 pilots. Remarks: 2 pilots.

040 N. bound LOA: Max 280m 041 S. bound LOA: Max 280m **Draft:** Max. 13.5m (min. 10% UKC) **Draft:** Max. 13.5m (min. 10% UKC) Time: Subject to current condition @ Time: Subject to current condition @

Mawan Mawan

Tugs: 1 escort from Kellett buoy for Tugs: 1 escort @ Mawan for Mawan

> Mawan Transit. Transit.

To URMA: +1 @ URMA (tug @ From URMA: +1 @ URMA (tug @ URMA exempted for vessels with URMA exempted for vessels with

thrusters). thrusters).

Remarks: 2 pilots. Remarks: 2 pilots.

From URMA: +1 @ URMA (tug @

URMA exempted for vessels with

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

(cont'd)

050 N. bound LOA: Max 310m 051 S. bound LOA: Max 310m Draft: Max. 14.5m (min. 10% UKC) Draft: Max. 14.5m (min. 10% UKC)
Time: Subject to current condition @ Time: Subject to current condition @

Mawan Mawan

Tugs: 1 escort from Kellett buoy for Tugs: 1 escort @ Mawan for Mawan

Mawan Transit. Transit.

To URMA: +1 @ URMA (tug @ URMA exempted for vessels with thrusters and Draft≤13.5m.

Thrusters not considered if

Thrusters not considered if thrusters). Draft>13.5m).

Remarks: 2 pilots. **Remarks:** 2 pilots.

060 **N. bound** LOA: Max 353**m** 061 **S. bound** LOA: Max 353**m Draft:** Max. 14.5m (min. 10% UKC) **Draft:** Max. 14.5m (min. 10% UKC)

Time: Subject to current condition @ Ma Time: Subject to current condition @ Ma

Wan

D>14.5m Daylight transit only D>14.5m Daylight transit only

Tugs: 1 escort from Kellett buoy for Ma Tugs: 1 escort @ Ma Wan for Ma Wan

Wan Transit Transit

Remarks: 2 pilots. **Remarks:** 2 pilots.

See General Remarks

See General Remarks

General Remarks:

Wan

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.

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.)

Tugs:

Mawan

Transit.

thrusters).

Mawan

Transit.

remarks 4c)

Remarks 4a, 4b)

1 escort @ Mawan for Mawan

From URMA: +1 @ URMA (tug @ URMA exempted for vessels with

D>14.5m - 15.5m (see General

1 escort @ Mawan for Mawan

D>14.5m - 15.5m (see General

050 N. bound LOA: Max 310m 051 S. bound LOA: Max 310m Draft: Max. 14.5m (min. 10% UKC) Draft: Max. 14.5m (min. 10% UKC)
Time: Subject to current condition @ 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. **Remarks:** 2 pilots.

060 N. bound LOA: Max 353m 061 S. bound LOA: Max 353m Draft: Max. 15.5m (min. 10% UKC) Draft: Max. 15.5m (min. 10% UKC)
Time: Subject to current condition @ Time: Subject to current condition @

Mawan

D>14.5m - 15.5m (see General

Remarks 4a, 4b)

Tugs: 1 escort from Kellett buoy for

Mawan Transit.

D>14.5m - 15.5m (see General

Remarks 4c)

Remarks: 2 pilots. **Remarks:** 2 pilots.

See General Remarks

See General Remarks

General Remarks:

1. Vessels of LOA >310m are not permitted to anchor within the area between Ma Wan West and URMPS.

Tugs:

- 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.
- 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 ≥30m : 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
 011
 Unberthing
 LOA: Max 183m

 Draft:
 Max. 8.5m (min 10% UKC)
 Draft:
 Max. 8.5m (min 10% UKC)

Time: 24 hrs. **Time:** 24 hrs.

Tugs: Tugs:

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

020 **Berthing** LOA: Max 198m 021 **Unberthing** LOA: Max 198m **Draft:** Max. 8.5m (min 10% UKC) **Draft:** Max. 8.5m (min 10% UKC) **Time:** Subject to current condition @ **Time:** Subject to current condition @

Mawan Mawan

Tugs: 1 @ Mawan est. **Tugs:** 1 @ Mawan est.

Remarks: Day: 1 pilot, Night: 2 pilots Remarks: Day: 1 pilots, Night: 2 pilots

 030
 Berthing
 LOA: Max 265m
 031
 Unberthing
 LOA: Max 265m

 Draft:
 Max. 8.5m (min 10% UKC)
 Draft:
 Max. 8.5m (min 10% UKC)

Time: Day Time: Day

Subject to current condition @ Subject to current condition @

Mawan Mawan

Tugs: 1 tug @ Mawan est., if LOA Tugs: 1 tug @ Mawan est., if LOA

>230m est. from GI to Mawan >230m est. from POB to GI

Remarks: 2 pilots. Max. air draft 53m. **Remarks:** 2 pilots. Max. air draft 53m.

Min. draft sufficient propeller Min. draft sufficient propeller

immersion. immersion.

040 **Berthing** LOA: Max 300m 041 **Unberthing** LOA: Max 300m

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

Time: Day

Subject to current condition @ Subject to current condition @

Mawan Mawan

Tugs: 1 @ GI est. to Mawan **Tugs:** 1 @ POB est. to GI

Remarks: 2 pilots. Max. air draft 53m. **Remarks:** 2 pilots. Max. air draft 53m.

Min. draft sufficient propeller Min. draft sufficient propeller

immersion. 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.

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 \geq 300m and/or Draft \geq 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.

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 \geq 300m and/or Draft \geq 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 011 **Unberthing** LOA: Max 135m

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

 Time:
 D&N LW to HW+2
 Time:
 24 hrs.

 Tugs:
 2
 Tugs:
 2

Remarks: (1) Starboard side to Remarks: (1) Starboard side to

(2) See General Remarks 1-3 (2) See General Remarks 2-3

020 **Berthing** LOA: Max 165m 021 **Unberthing** LOA: Max 165m

Draft: Max. 8m or 9.0m with pontoon **Draft:** Max. 8m or 9.0m with pontoon

(min 10% UKC) (min 10% UKC)

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

D&N LW to LW+1 & HW When with pontoon

Tugs: 2 **Tugs:** 2

Remarks: (1) Starboard side to Remarks: (1) Starboard side to

(2) See General Remarks 1-3 (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 011 **Unberthing** LOA: Max 135m

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

Time: D&N LW to HW+2 **Time:** 24 hrs. **Tugs:** 2

Remarks: (1) Starboard side to Remarks: (1) Starboard side to

(2) See General Remarks 1-3 (2) See General Remarks 1-3

020 **Berthing** LOA: Max 165m 021 **Unberthing** LOA: Max 165m **Droft:** Max 8m or 0.5m with portoon

Draft: Max. 8m or 9.5m with pontoon (min 10% UKC) **Draft:** Max. 8m or 9.5m with pontoon (min 10% UKC)

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

Tugs: 2 **Tugs:** 2

Remarks: (1) Starboard side to Remarks: (1) Starboard side to

(2) See General Remarks 2-3 (2) See General Remarks 2-3

030 **Berthing** LOA: Max 200m 031 **Unberthing** LOA: Max 200m **Draft:** Max. 8m or 9.5m with pontoon **Draft:** Max. 8m or 9.5m with pontoon

(min 10% UKC) (min 10% UKC)

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

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

Tugs: 3 **Tugs:** 2

Remarks: (1) Starboard side to **Remarks:** (1) Starboard side to

(2) See General Remarks 2-3 (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.