

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 No. 1 – to specify the exposed waterways;
 - b) Amendment item No. 2 – to clarify the berthing of over-length ships at Kwai Chung Container Terminals;
 - c) Amendment item No. 3 – to update the records of the fleet of Hong Kong Tug and Yiu Lian Tug;
 - d) Amendment item Nos. 4 & 8 – to update the maximum draft at Shell No. 2/3 east and west berths;
 - e) Amendment item No. 5 – to update the information of the Government Mooring Buoys;
 - f) Amendment item Nos. 6, 7 & 9 – to update the berthing guidelines for Euro-Asia berths, Kwai Chung berths and Sham Shui Kok anchorages after the completion of trials; and
 - g) Amendment item Nos. 10 & 11 – to correct the under keel clearance requirements and to update the length information of passenger & container ships transiting Ma Wan.

Provisional Berthing Guidelines

3. Provisional guidelines for passenger and container ships of LOA 366m transiting Ma Wan is also attached at Annex II for members' information.

Consultation

4. The above-proposed amendments have been circulated to and endorsed by the PAC Working Group Members. The proposed amendments concerning items a) to c) in paragraph 2 above have incorporated comments from the Yiu Lian Tug and Hong Kong Pilots Association Limited.

Advice Sought

5. This paper is for discussion at the forthcoming PAC meeting to be held on 16 February 2009.

Marine Department
February 2009

Notes on Proposed Amendments to Berthing Guidelines

Item No.	Description	Amendment(s)	Reason and Remarks (if any)
1.	Chapter 2 – General Remarks (Paragraph 4 – second sentence)	Add “including East Lamma Channel, West Lamma Channel, Western Fairway, Ma Wan Fairway, Urmston Road and Tathong Channel.” after “...any exposed waterways”	To specify the exposed waterways which 15% UKC applies. Existing ships drawing maximum draft of 16.8m calling or transiting Hong Kong will not be affected.
2.	Chapter 4 – Berthing Remarks (1) Kwai Chung Terminals (Paragraph b.)	Add “Berthing of ships with LOA exceeding berth length requires an extra length of quay front from adjacent berth(s).” before “Irrespective of the ship’s length...”	To clarify the berthing of over-length ships at Kwai Chung Container Terminals.
3.	Chapter 6 – Tugs Information (Under Name, HP, B.pull (tones) & Remarks) (a) Hong Kong Tug	<ul style="list-style-type: none"> (a) Replace phone number “2427 7477” by “2612 6800” (b) Delete tug “Chek Chau, 4000, 54, Grade 1”. (c) Delete tug “Lam Tong, 3200, 43, Grade 1”. (d) Delete tug “Mai Po, 4000, 55.6, Grade 1”. (e) Delete tug “Ngan Chau, 4300, 57.4, Grade 1”. (f) Delete tug “Peng Chau, 4000, 54, Grade 1”. (g) Delete tug “Shek O, 4000, 55.6, Grade 1”. (h) Delete tug “Sung Kong, 4300, 57.4, Grade 1”. (i) Delete tug “Tolo, 3000, 37, Grade 1”. (j) Delete tug “Tsing Yi, 3000, 37, Grade 1”. (k) Delete tug “Tung Lung, 3200, 43, Grade 1”. (l) Delete tug “Yam O, 4200, 55, Grade 1”. (m) Add new tug “Sha Tin, 4000, 54, Grade 1” below tug “Sha Chau”. (n) Add new tugs “Ting Kau, 4000, 54, Grade 1” & “Yuen Kok, 4000, 54, Grade 1” below tug “Tap Mun”. 	To update the phone number and fleet of Hong Kong Tug.

3. (cont'd)	Chapter 6 – Tugs Information (Under Name, HP, B.pull (tones) & Remarks) (b) Yiu Lian Tug	(a) Delete tug “Hai An, 4000, 52.8, Grade 1”. (b) Delete tug “Hai Tai, 4000, 52.8, Grade 1”. (c) Delete tug “Yiu Lian 6, 4000, 52.8, Grade 1”. (d) Add new tugs “ Hai Tong, 4000, 52, Grade 1 ” & “ Hai You, 4000, 52, Grade 1 ” below tug “Hai Qi”. (e) Add new tug “ Yiu Lian 26, 2600, 35, Grade 1 ” below tug “Yiu Lian 18”.	To update the phone number and fleet of Yiu Lian Tug.
4.	Chapter 8 – BERTH/WHARF/ TERMINAL INFORMATION (under BERTH, Draft(m))	SHELL–2E – replace maximum draft of “6.5m” by “ 5.5m ”.	To update the maximum draft due to two high points spotted.
5.	Chapter 11 – Government Mooring Buoys (Under Buoy, LOA & Draft)	(a) Replace buoy “A36” by “ A36* ”. (b) Replace buoy “B01” by “ B01* ”. (c) Delete buoy “A79*, 183, 9.0”. (d) Delete buoy “A80*, 183, 8.0”.	To update information of the government mooring buoys as per MDN No. 61 of 2008 dated 30.4.2008 & MDN No. 119 of 2008 dated 22.9.2008.
6.	(a) Location : EURO-1 Euro-Asia berth 1 (b) Location : EURO-2 Euro-Asia berth 2	To update berthing information on Euro-Asia berth 1 and Euro-Asia berth 2 in the Berthing Guidelines.	Trials have been completed.
7.	(a) Location : KC1,2,3,5 Kwai Chung berth 1,2,3 & 5 (b) Location : KC4 Kwai Chung berth 4 (c) Location : KC8,9 Kwai Chung berth 8 & 9 (d) Location : KC13-14 Kwai Chung berth 13-14 (e) Location : KC15 Kwai Chung berth 15 (f) Location : KC16-19 Kwai Chung berth 16-19	To delete the following from the General Remarks: ➤ LOA > 367m – 410m ON TRIAL	Trials have been completed.

Note: Please refer to the attached Items 1 - 11 for details of the proposed amendments.

8.	Location : SHELL-2E Shell No. 2 & 3 east & west berth	Item 010 Berthing and Item 011 Unberthing - replace maximum draft of “6.5m” by “ 5.5m ”.	To update the maximum draft due to two high points have been spotted.
9.	(a) Location : SSK-1 Sham Shui Kok Anchorage 1 (b) Location : SSK-2 Sham Shui Kok Anchorage 2	To update berthing information on Sham Shui Kok Anchorage 1 and Sham Shui Kok Anchorage 2 in the Berthing Guidelines.	Trials have been completed.
10.	Location : URMPS/URMA Transit Mawan – Bulker & Tanker	Draft : Replace all the minimum UKC of “10%” by “ 15% ”.	Consistent with the under-keel clearance (UKC) requirement in para. (4) of Chapter 2 (General Remarks) of the Berthing Guidelines, i.e. 15% UKC for any exposed waterways. Existing bulkers and tankers drawing maximum draft of 16.8m will not be affected.
11.	Location : URMPS-C/URMA-C Transit Mawan –Passenger & Container ship	(a) Item 010 Berthing and Item 011 Unberthing – replace LOA Max “183m” by “ 200m ”. (b) Draft : Replace all the minimum UKC of “10%” by “ 15% ”. (c) General Remarks 3rd bullet point – replace LOA>”353m” by “ 366m ”.	(a) Trials for relaxing 183m to 200m have been completed. (b) Consistent with the under-keel clearance (UKC) requirement in para. (4) of Chapter 2 (General Remarks) of the Berthing Guidelines, i.e. 15% UKC for any exposed waterways. Existing passenger and container ships drawing maximum draft of 15.5m will not be affected. (c) To relax maximum LOA of ships from 353m to 366m.

Chapter: 2

GENERAL REMARKS

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

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

Berthing Guidelines

Pending

Chapter: 2

GENERAL REMARKS

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

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Owners or masters of vessels may be liable to lighten their vessels to avoid touching of bottom due to insufficient UKC.
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- (6) For vessel moving to and/or from a buoy, the working pilot may take a passage at the time he considers to the best and safest route for such vessel.
- (7) In any special circumstance of the case arises, e.g. adverse weather, No.3 or above typhoon signal is hoisted up, boisterous sea and swell, different pilot embarking and disembarking areas, hampered vessels or vessels with special construction or characteristics, etc., special requirements for tugs, working condition, servicing time, etc. need to be further consulted.
- (8) All entries in these Guidelines are subject to change without notice.
- (9) All Guidelines should be exercised with flexibility subject to circumstances arising.

BERTHING REMARKS

(1) Kwai Chung Terminals

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

<u>Vessel's LOA</u>	<u>Minimum Clearance at Each End*</u>	<u>Remarks</u>
367m and above	35 metres	
300m to under 367m	25 metres	Note 2
200m to under 300m	20 metres	Note 1,2,3 & 4
Under 200m	15 metres	Note 1,2,3 & 4

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

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

Note 3 : When a vessel is required to berth alongside in a reverse direction to its approach (i.e. stern in approach), such as the cases like portside alongside to KC1, KC2, KC3, KC4, KC7, KC11, KC12, KC13 & KC14 and starboard side alongside to KC6, KC10 & KC15-20, an additional 5m clearance at both ends, more than those specified in the table above should be allowed, but it needs not be more than 25 metres, or 35 metres for LOA >367m.

Note 4 : During typhoons and when visibility is less than 3 cables, terminal operators should endeavour to arrange the fore-and-aft clearance of not less than 25 meters for all vessels, except vessels of LOA \geq 367m which require 35 metres.

* Notwithstanding the requirements specified, Kwai Chung terminal operators should endeavour to arrange a clearance of not less than 25m as far as possible, except vessels of LOA \geq 367m which require 35 metres.

- b. Irrespective of the ship's length, a clearance of not less than 25 metres shall be maintained at the corner between berth KC1 and KC5; at the eastern most of KC6, KC7, KC10 and KC11, except vessels of LOA \geq 367m which require 35 metres.

Chapter: 4

BERTHING REMARKS

(2) Kwai Chung Terminals

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

<u>Vessel's LOA</u>	<u>Minimum Clearance at Each End*</u>	<u>Remarks</u>
367m and above	35 metres	
300m to under 367m	25 metres	Note 2
200m to under 300m	20 metres	Note 1,2,3 & 4
Under 200m	15 metres	Note 1,2,3 & 4

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

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

Note 3 : When a vessel is required to berth alongside in a reverse direction to its approach (i.e. stern in approach), such as the cases like portside alongside to KC1, KC2, KC3, KC4, KC7, KC11, KC12, KC13 & KC14 and starboard side alongside to KC6, KC10 & KC15-20, an additional 5m clearance at both ends, more than those specified in the table above should be allowed, but it needs not be more than 25 metres, or 35 metres for LOA >367m.

Note 4 : During typhoons and when visibility is less than 3 cables, terminal operators should endeavour to arrange the fore-and-aft clearance of not less than 25 meters for all vessels, except vessels of LOA \geq 367m which require 35 metres.

* Notwithstanding the requirements specified, Kwai Chung terminal operators should endeavour to arrange a clearance of not less than 25m as far as possible, except vessels of LOA \geq 367m which require 35 metres.

- b. **Berthing of ships with LOA exceeding berth length requires an extra length of quay front from adjacent berth(s).** Irrespective of the ship's length, a clearance of not less than 25 metres shall be maintained at the corner between berth KC1 and KC5; at the eastern most of KC6, KC7, KC10 and KC11, except vessels of LOA \geq 367m which require 35 metres.

Chapter: 6

TUGS INFORMATION

Name	HP.	B. pull (tonnes)	Remarks
<u>Hong Kong Tug</u> 2427 7477			
Ap Chau	4000	54	Grade I
Chek Chau	4000	54	Grade I
Cheung Chau	4000	54	Grade I
Heung Kong	3000	37	Grade I
Hung Hom	3200	45.5	Grade I
Kau Lung	3200	45.5	Grade I
Kwai Chung	3000	37	Grade I
Lamma	3200	45.5	Grade I
Lam Tong	3200	43	Grade I
Mai Po	4000	55.6	Grade I
Ngan Chau	4300	57.4	Grade I
Peng Chau	4000	54	Grade I
Sha Chau	4000	54	Grade I
Shek O	4000	55.6	Grade I
Sung Kong	4300	57.4	Grade I
Tap Mun	3200	45.5	Grade I
Tolo	3000	37	Grade I
Tsing Yi	3000	37	Grade I
Tung Lung	3200	43	Grade I
Yam O	4200	55	Grade I
Yeung Chau	4000	54	Grade I
<u>Yiu Lian Tug</u> 2497 0655 2497 0686			
Hai An	4000	52.8	Grade I
Hai Fa	3200	42	Grade I
Hai Qi	3200	42	Grade I
Hai Tai	4000	52.8	Grade I
Hoi Lian	4000	52.8	Grade I
Yiu Lian 6	4000	52.8	Grade I
Yiu Lian 18	3200	42	Grade I
You Da	3200	42	Grade I
You Fa	3200	42	Grade I
<u>South China Tug</u> 2548 5205			
Guangzhou	3000	38	Grade I
Guilin	3000	38	Grade I
Nanning	4000	55	Grade I
Shantou	3600	50	Grade I
Shunde	4000	56	Grade I
<u>Chung Hing Tug</u> 2549 2072 2549 0395			
Chung Hing No.1 (忠興壹)	2 × 624	18	Grade II
Wallex 2 (華力二)	2 × 624	18	Grade II
<u>Kam Hung No.38 Tug</u> 2619 6981-3			
Dong Tai	1280	19	Grade II
Kam Hung 18	1500	23	Grade II
Kam Hung 28	1280	19	Grade II
Kam Hung 38	1280	19	Grade II
Kam Hung 88	1500	23	Grade II
<u>Kong Luen Tug</u> 2540 2777 2548 8126			
H.K. United 20	2 × 850	20	Grade II

Berthing Guidelines

Chapter: 6

TUGS INFORMATION

Name	HP.	B. pull (tonnes)	Remarks
<u>Hong Kong Tug</u> 2612 6800			
Ap Chau	4000	54	Grade I
Cheung Chau	4000	54	Grade I
Heung Kong	3000	37	Grade I
Hung Hom	3200	45.5	Grade I
Kau Lung	3200	45.5	Grade I
Kwai Chung	3000	37	Grade I
Lamma	3200	45.5	Grade I
Sha Chau	4000	54	Grade I
Sha Tin	4000	54	Grade I
Tap Mun	3200	45.5	Grade I
Ting Kau	4000	54	Grade I
Yuen Kok	4000	54	Grade I
Yeung Chau	4000	54	Grade I
<u>Yiu Lian Tug</u> 2497 0655 2497 0686			
Hai Fa	3200	42	Grade I
Hai Qi	3200	42	Grade I
Hai Tong	4000	52	Grade I
Hai You	4000	52	Grade I
Hoi Lian	4000	52.8	Grade I
Yiu Lian 18	3200	42	Grade I
Yiu Lian 26	2600	35	Grade I
You Da	3200	42	Grade I
You Fa	3200	42	Grade I
<u>South China Tug</u> 2548 5205			
Guangzhou	3000	38	Grade I
Guilin	3000	38	Grade I
Nanning	4000	55	Grade I
Shantou	3600	50	Grade I
Shunde	4000	56	Grade I
<u>Chung Hing Tug</u> 2549 2072 2549 0395			
Chung Hing No.1 (忠興壹)	2 × 624	18	Grade II
Wallex 2 (華力二)	2 × 624	18	Grade II
<u>Kam Hung No.38 Tug</u> 2619 6981-3			
Dong Tai	1280	19	Grade II
Kam Hung 18	1500	23	Grade II
Kam Hung 28	1280	19	Grade II
Kam Hung 38	1280	19	Grade II
Kam Hung 88	1500	23	Grade II
<u>Kong Luen Tug</u> 2540 2777 2548 8126			
H.K. United 20	2 × 850	20	Grade II

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 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: 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 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	5.5	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: 11

GOVERNMENT MOORING BUOYS

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

* = Classified as Non typhoon mooring buoy

Remarks:

	'A' buoy	'B' buoy
Normal weather max. length	183m	137m
Typhoon class max. length	183m	113m
Swinging radius	214m	168m
Buoy link diameter	146mm	146mm

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

Chapter: 11

GOVERNMENT MOORING BUOYS

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

* = Classified as Non typhoon mooring buoy

Remarks:

	'A' buoy	'B' buoy
Normal weather max. length	183m	137m
Typhoon class max. length	183m	113m
Swinging radius	214m	168m
Buoy link diameter	146mm	146mm

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

Berthing Guidelines*Pending*

Location : EURO-2

Euro-Asia berth 2

010 **Berthing** LOA: Max 150m
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 150m
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. No coasters and barges should be anchored outside and south of the terminal.
- 3) All coaster and barge traffic within terminal area should be under terminal's control.

Berthing Guidelines

PAC endorsed on 29 September 2006

Location : KC1,2,3,5

Kwai Chung berth 1, 2, 3 & 5

(Declared Depth 14.0m)

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

011 **Unberthing** LOA: Max 130m
Draft: Max. 14.0m + tide – 10%UKC
Time: 24 hrs.
Tugs: 1. If no anchor down 2.
Remarks: Ro-Ro vessel 2 tugs if adverse weather.

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

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

030 **Berthing** LOA: Max 270m
Draft: Max. 14.0m + tide – 10%UKC
Time: 24 hrs.
Tugs: 2 incl. 1 GI est. if no bow thruster.
1 if bow & stern thrusters fitted.
Remarks:

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

040 **Berthing** LOA: Max 367m
Draft: Max. 14.0m + tide – 10%UKC
Time: 24 hrs.
Tugs: 3 incl. 1 GI est. if no bow thruster.
1 if bow & stern thrusters fitted.
Remarks:

041 **Unberthing** LOA: Max 367m
Draft: Max. 14.0m + tide – 10%UKC
Time: 24 hrs.
Tugs: 2.
1 if bow & stern thrusters fitted.
Remarks:

050 **Berthing** LOA: Max 410m
Draft: Max. 14.0m + 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. 14.0m + 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.
- KC1, 2 & 3 – Berth Length 305m each, except KC5 - 457m.
- LOA > 367m – 410m ON TRIAL

Berthing Guidelines*Pending*

Location : KC1,2,3,5

Kwai Chung berth 1, 2, 3 & 5*(Declared Depth 14.0m)*

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

011 **Unberthing** LOA: Max 130m
Draft: Max. 14.0m + tide – 10%UKC
Time: 24 hrs.
Tugs: 1. If no anchor down 2.
Remarks: Ro-Ro vessel 2 tugs if adverse weather.

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

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

030 **Berthing** LOA: Max 270m
Draft: Max. 14.0m + tide – 10%UKC
Time: 24 hrs.
Tugs: 2 incl. 1 GI est. if no bow thruster.
1 if bow & stern thrusters fitted.
Remarks:

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

040 **Berthing** LOA: Max 367m
Draft: Max. 14.0m + tide – 10%UKC
Time: 24 hrs.
Tugs: 3 incl. 1 GI est. if no bow thruster.
1 if bow & stern thrusters fitted.
Remarks:

041 **Unberthing** LOA: Max 367m
Draft: Max. 14.0m + tide – 10%UKC
Time: 24 hrs.
Tugs: 2.
1 if bow & stern thrusters fitted.
Remarks:

050 **Berthing** LOA: Max 410m
Draft: Max. 14.0m + 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. 14.0m + 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.
- KC1, 2 & 3 – Berth Length 305m each, except KC5 - 457m.

Berthing Guidelines

PAC endorsed on 14 December 2006

Location : KC4

Kwai Chung berth 4*(Declared Depth 14.2m)*

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

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

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

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

030 **Berthing** LOA: Max 270m
Draft: Max. 14.2m + tide – 10%UKC
Time: 24 hrs.
Tugs: 2 incl. 1 GI est. if no bow thruster.
 1 if bow & stern thrusters fitted.
Remarks
:

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

040 **Berthing** LOA: Max 367m
Draft: Max. 14.2m + tide – 10%UKC
Time: 24 hrs.
Tugs: 3 incl. 1 GI est. if no bow thruster.
 1 if bow & stern thrusters fitted.
Remarks
:

041 **Unberthing** LOA: Max 367m
Draft: Max. 14.2m + tide – 10%UKC
Time: 24 hrs.
Tugs: 2.
 1 if bow & stern thrusters fitted.
Remarks
:

050 **Berthing** LOA: Max 410m
Draft: Max. 14.2m + 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. 14.2m + 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.
- Berth length 305m.
- LOA > 367m – 410m ON TRIAL

Berthing Guidelines

Pending

Location : KC4

Kwai Chung berth 4

(Declared Depth 14.2m)

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

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

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

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

030 **Berthing** LOA: Max 270m
Draft: Max. 14.2m + tide – 10%UKC
Time: 24 hrs.
Tugs: 2 incl. 1 GI est. if no bow thruster.
 1 if bow & stern thrusters fitted.
Remarks:

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

040 **Berthing** LOA: Max 367m
Draft: Max. 14.2m + tide – 10%UKC
Time: 24 hrs.
Tugs: 3 incl. 1 GI est. if no bow thruster.
 1 if bow & stern thrusters fitted.
Remarks:

041 **Unberthing** LOA: Max 367m
Draft: Max. 14.2m + tide – 10%UKC
Time: 24 hrs.
Tugs: 2.
 1 if bow & stern thrusters fitted.
Remarks:

050 **Berthing** LOA: Max 410m
Draft: Max. 14.2m + 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. 14.2m + 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.

Berthing Guidelines

PAC endorsed on 29 September 2006

Location : KC8,9

Kwai Chung berth 8 & 9

(Declared Depth 15.5m)

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

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

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

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

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

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

040 **Berthing** LOA: Max 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:

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 > 367m – 410m ON TRIAL

Berthing Guidelines*Pending*

Location : KC8,9

Kwai Chung berth 8 & 9*(Declared Depth 15.5m)*

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

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

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

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

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

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

040 **Berthing** LOA: Max 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:

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.

Berthing Guidelines

PAC endorsed on 9 January 2008

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:

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

Berthing Guidelines*Pending*

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:

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.

Location: KC15

Kwai Chung berth 15
(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:

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

020 **Berthing** LOA: Max 183m
Draft: Max. 15.0m + tide – 10% UKC
Time: 24 hrs.
Tugs: 2.
Remarks: LOA >200m port side alongside

021 **Unberthing** LOA: Max 183m
Draft: Max. 15.0m + tide – 10% UKC
Time: 24 hrs.
Tugs: 2
Remarks:

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

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

040 **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: Port side alongside

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

050 **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: Port side alongside

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

060 **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: Port side alongside

061 **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.
- Berthing: Swing around minimum 2 tugs.
- LOA > 367m – 410m ON TRIAL

Pending

Berthing Guidelines

Location: KC15

Kwai Chung berth 15
(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:

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

020 **Berthing** LOA: Max 183m
Draft: Max. 15.0m + tide – 10% UKC
Time: 24 hrs.
Tugs: 2.
Remarks: LOA >200m port side alongside

021 **Unberthing** LOA: Max 183m
Draft: Max. 15.0m + tide – 10% UKC
Time: 24 hrs.
Tugs: 2
Remarks:

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

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

040 **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: Port side alongside

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

050 **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: Port side alongside

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

060 **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: Port side alongside

061 **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.
- Berthing: Swing around minimum 2 tugs.

Location: KC16-19

Kwai Chung berth 16-19

(Declared Depth 15.5 m)

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

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

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

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

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

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

040 **Berthing** LOA: Max 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:

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:

Remarks:

- Please see Chapter 4(1) Berthing Remarks for Kwai Chung Terminals.
- Vessels intending to sail or arrive with draft exceeding 15.0m should inform VTC & HK pilots in ample time for consideration.
- Berthing: LOA >130m swing around &/or Wedge-in minimum 2 tugs.
- LOA > 367m – 410m ON TRIAL

Berthing Guidelines

Location: KC16-19

Kwai Chung berth 16-19

(Declared Depth 15.5 m)

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

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

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

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

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

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

040 **Berthing** LOA: Max 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:

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:

Remarks:

- Please see Chapter 4(1) Berthing Remarks for Kwai Chung Terminals.
- Vessels intending to sail or arrive with draft exceeding 15.0m should inform VTC & HK pilots in ample time for consideration.
- Berthing: LOA >130m swing around &/or Wedge-in minimum 2 tugs.

Berthing Guidelines

PAC endorsed on 7 July 1999

Location : SHELL-2E

Shell No. 2 & 3 east & west berth

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

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

Berthing Guidelines

Pending

Location : SHELL-2E

Shell No. 2 & 3 east & west berth

010 **Berthing** LOA: Max 90m
Draft: Max. 5.5m (min 10% UKC)
Time: Day light only
Tugs: 2 (grade II)
Remarks: Not to be replaced by 1 (grade I)
 tug. Opposite berth must vacant
 when berthing.

011 **Unberthing** LOA: Max 90m
Draft: Max. 5.5m (min 10% UKC)
Time: 24 hrs.
Tugs: 2 (grade II)
Remarks: Not to be replaced by 1 (grade I)
 tug.

Item 9(a)

Berthing Guidelines

Pending

Location: SSK-1

Sham Shui Kok Anchorage No.1

010	To anchorage	LOA: Max 180m	011	From anchorage	LOA: Max 180m
Draft:	Max. 8.0m (Min 10% UKC)		Draft:	Max. 8.0m (Min 10% UKC)	
Time:	24 Hrs.		Time:	24 Hrs.	
Tugs:			Tugs:	See General Remarks	
Remarks:			Remarks:		

General Remarks:

Tug may be required if unfavorable condition prevailing and pilot deemed necessary.

Item 9(b)

Berthing Guidelines

Pending

Location: SSK-2

Sham Shui Kok Anchorage No.2

010 **To anchorage** LOA: Max 180m

Draft: Max. 9.0m (Min 10% UKC)

Time: 24 Hrs.

Tugs:

Remarks:

011 **From anchorage** LOA: Max 180m

Draft: Max. 9.0m (Min 10% UKC)

Time: 24 Hrs.

Tugs: See General Remarks

Remarks:

General Remarks:

Tug may be required if unfavorable condition prevailing and pilot deemed necessary.

Berthing Guidelines

PAC endorsed on 9 January 2008

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

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 15% 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 15% 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 15% 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 15% 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 15% 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 15% 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.

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 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.

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 15% 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 15% 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 15% 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 15% 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 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

PAC endorsed on 9 January 2008

Location : URMPS-C/URMA-C **Transit Mawan – Passenger & Container ship***Restricted transit period @ Mawan = Current Against >3 knots / With >2 knots
(per current info. supplied by HYDRO office)**Transit @ Mawan : Day = (Sunrise – 30mins.) To (Sunset + 30mins.)*

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

Tugs:
Remarks:

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

Tugs:
Remarks:

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

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

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

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

030 **N. bound** LOA: Max 250m
Draft: Max. 13m (min. 10% UKC)
Time: Subject to current condition @ Mawan

Tugs: 1 escort @ Mawan for Mawan Transit.
To URMA: +1 @ URMA (tug @ URMA exempted for vessels with thrusters).

Remarks: 2 pilots.

031 **S. bound** LOA: Max 250m
Draft: Max. 13m (min. 10% UKC)
Time: Subject to current condition @ Mawan

Tugs: 1 escort @ Mawan for Mawan Transit.
From URMA: +1 @ URMA (tug @ URMA exempted for vessels with thrusters).

Remarks: 2 pilots.

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

Tugs: 1 escort from Kellett buoy for Mawan Transit.
To URMA: +1 @ URMA (tug @ URMA exempted for vessels with thrusters).

Remarks: 2 pilots.

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

Tugs: 1 escort @ Mawan for Mawan Transit.
From URMA: +1 @ URMA (tug @ URMA exempted for vessels with thrusters).

Remarks: 2 pilots.

Berthing Guidelines

Pending

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.)

<p>010 N. bound LOA: Max 200m Draft: Max. 12m (min. 15% UKC) Time: 24 hrs. Draft>10m subject to current condition @ Mawan</p> <p>Tugs: Remarks:</p>	<p>011 S. bound LOA: Max 200m Draft: Max. 12m (min. 15% UKC) Time: 24 hrs. Draft>10m subject to current condition @ Mawan</p> <p>Tugs: Remarks:</p>
<p>020 N. bound LOA: Max 230m Draft: Max. 12.5m (min. 15% UKC) Time: Subject to current condition @ Mawan</p> <p>Tugs: Remarks: Day: 1 pilot Night: 2 pilots</p>	<p>021 S. bound LOA: Max 230m Draft: Max. 12.5m (min. 15% UKC) Time: Subject to current condition @ Mawan</p> <p>Tugs: Remarks: Day: 1 pilot Night: 2 pilots</p>
<p>030 N. bound LOA: Max 250m Draft: Max. 13m (min. 15% UKC) Time: Subject to current condition @ Mawan</p> <p>Tugs: 1 escort @ Mawan for Mawan Transit. <u>To URMA:</u> +1 @ URMA (tug @ URMA exempted for vessels with thrusters).</p> <p>Remarks: 2 pilots.</p>	<p>031 S. bound LOA: Max 250m Draft: Max. 13m (min. 15% UKC) Time: Subject to current condition @ Mawan</p> <p>Tugs: 1 escort @ Mawan for Mawan Transit. <u>From URMA:</u> +1 @ URMA (tug @ URMA exempted for vessels with thrusters).</p> <p>Remarks: 2 pilots.</p>
<p>040 N. bound LOA: Max 280m Draft: Max. 13.5m (min. 15% UKC) Time: Subject to current condition @ Mawan</p> <p>Tugs: 1 escort from Kellett buoy for Mawan Transit. <u>To URMA:</u> +1 @ URMA (tug @ URMA exempted for vessels with thrusters).</p> <p>Remarks: 2 pilots.</p>	<p>041 S. bound LOA: Max 280m Draft: Max. 13.5m (min. 15% UKC) Time: Subject to current condition @ Mawan</p> <p>Tugs: 1 escort @ Mawan for Mawan Transit. <u>From URMA:</u> +1 @ URMA (tug @ URMA exempted for vessels with thrusters).</p> <p>Remarks: 2 pilots.</p>

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

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

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

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

Remarks: 2 pilots.

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

Remarks: 2 pilots.

060 N. bound LOA: Max 353m
Draft: Max. 15.5m (min. 10% UKC)
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.
See General Remarks

061 S. bound LOA: Max 353m
Draft: Max. 15.5m (min. 10% UKC)
Time: Subject to current condition @ Mawan
 D>14.5m – 15.5m (see General Remarks 4a, 4b)
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 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.
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

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.)*

050 N. bound LOA: Max 310m
Draft: Max. 14.5m (min. **15%** 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. **15%** 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. **15%** UKC)
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.
See General Remarks

061 S. bound LOA: Max 353m
Draft: Max. 15.5m (min. **15%** UKC)
Time: Subject to current condition @ Mawan
D>14.5m – 15.5m (see General Remarks 4a, 4b)
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 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 >**366**m, 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

Berthing Guidelines

Pending

ON TRIALLocation : 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.)

070	N. bound	LOA: Max 366m	071	S. bound	LOA: Max 366m
Draft:	Max. 15.5m (min. 15% UKC)		Draft:	Max. 15.5m (min. 15% UKC)	
Time:	Subject to current condition @ Mawan.		Time:	Subject to current condition @ Mawan	
	D>14.5m – 15.5m (see general remarks 4a, 4b)			D>14.5m – 15.5m (see general remarks 4a, 4b)	
Tugs:	1 escort from Kellett buoy for Mawan Transit.		Tugs:	1 escort @ Mawan for Mawan Transit.	
	D>12.5m – 15.5m (see General remarks 4c)			D>12.5m – 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.
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 >366m, 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