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 1.

Background

2. The proposed amendments in Annex 1 are to update the information concerning the arrangements for Ma Wan Transit and to revise the current operational requirements for the berthing and unberthing of vessels at the various facilities based on the pilots' practical experience. The proposals have been discussed by the PAC Working Group, with support by most members. A summary of the comments made by the Working Group members is attached at Annex 2 for reference.

Advice Sought

3. This paper is for discussion at the forthcoming PAC meeting to be held on 5 September 2003.

Marine Department 1 September 2003

Brief Notes on Proposed Amendments to Berthing Guidelines

Item	Description		Amendments	Reason	Implications
1.	Chapter 2	General Remarks	To add remarks to clarify that the depths at the berths are as declared by the berth operators.	To enable immediate updating of depths as and when declared by the berth operators.	*
2.	Location: TSK	Transit Ma Wan other than passenger & container ship (bulker)	 (i) To change the location code and name. (ii) Add new class LOA 230m and extend existing class LOA 275m to 280m with maximum draft increased to 16.8m (iii) To revise tug requirement. 	 (i) To combine TSK with Urmston Road Anchorage. (ii) To reflect current ship sizes. (iii) To reflect current operational need based on pilot's practical experience. 	(iii) No tug required for LOA
3.	Location: TSK-C	Transit Ma Wan - Passenger & Container ship	 (i) To change the location code (ii) Delete existing classes of 198m & 300m LOA and add new classes of 230m, 280m and 310m with 	(i) To combine TSK-C with Urmston Road Anchorage(ii) To reflect current ship sizes.	(i) Same requirements applied to similar operations.(ii) LOA and maximum draft of vessels extended

			(iii)	maximum draft increased to 14.5m. To revise escort tug requirement.	(iii)	To reflect current operational need based on pilot's practical experience.	(iii) Escort tug for N bound vessels over 230m LOA (but under 280m) only required at Ma Wan instead of from Kellett Buoy.
4.	Location: CCEMENT	China Cement Company (TSK)	(i)	Delete existing classes LOA 153m and 198m and add new class LOA	(i)	To reflect current ship sizes.	(i) Maximum LOA of vessels extended.
			(ii)	230m. To revise tug requirement.	(ii)	To reflect current operational need based on pilot's practical experience.	(ii) No escort tug required for LOA less than 168m and draft under 10m. Tugs for berthing of vessels of 240m LOA reduced by 1 if draft under 12m. Tugs for unberthing vessels of 240m LOA reduced by 1.
5.	Location: CLPTSK	China Light Power Station (TSK)	(i)	Delete existing classes LOA 153m, 198m, 255m and 275m and add new class LOA 230m and 280m.	(i)	To reflect current ship sizes.	(i) Classes of vessels re-defined with maximum LOA increased from 275m to 280m.
			(ii)	To revise tug requirement.	(ii)	To reflect current operational need based on pilot's practical experience.	(ii). No escort tug required for LOA less than 168m and draft under 10m.
6.	Location: SWSTL	Shiu Wing steel wharf (TSK)	(i) (ii)	Delete class LOA 153m and add new class LOA 183m. To revise tug requirement.	(i) (ii)	To reflect current ship sizes. To reflect current operational need based on pilot's practical experience.	(i) Classes of vessels re-defined(ii) No escort tug required for LOA less than 168m and draft under 10m.
7.	Location: TSKA	TSK anchorage to/from wharf	To d	elete.	Inco	orporate in Items 1 & 2.	None

8.	Location: KC6-7/O-F	Kwai Chung berth 6-7 outer-foul	Add remarks "Thrusters not considered".	To ensure safe manoeuvres within the confine of KC 6-7 basin.	Thrusters will not be accepted for substituting tug.
9.	Location: TOW	Ship under tow	 (i) Add general remarks to treat inbound ships under tow on transit to Shenzhen ports together with its ocean tug as one single unit. (ii) To add one more pilot if LOA of the ship > 168m. 	 (ii) To avoid the need to disconnect and re-arrange the towage, so as to ensure smooth operation. (ii) To keep in line with same operational requirements as for those floating docks off Yam O. 	 (i) The inbound ship can remain towed by its ocean tug without the need for changing the towing arrangement. (ii) 2 pilots required if LOA> 168m.
10.	Location: CRC-A	China Resources T/Y main berth (A)	(i) To amend the Class of 180m LOA to 184m.(ii) To extend tidal	 (i) To reflect current operational need based on pilot's practical experience. (ii) - "- 	for LOA of 184m and draft >10m. (ii) Berthing window for vessels
			window for berthing.		of 220m and 250m extended by 4 hours.
			(iii) To revise tug requirement and add remarks for not considering thrusters for substituting tugs.	(iii) - ''-	(iii) Tugs for berthing vessels of 250m LOA & under 13m draft reduced by 1, and tugs for unberthing 250m LOA reduced by 1. Thrusters cannot substitute for tugs.
11.	Location: CTX	Caltex T/Y main berth	(i) To amend the Class of 180m LOA to 184m.	(i) To reflect current operational need based on pilot's practical experience.	(i) Escort tug from GI for inbound vessels only required for LOA of 184m and draft > 10m.

			(ii)	To extend tidal window for berthing.	(ii)	_ '' -	(ii)	Berthing window for vessels from 150m to 235m extended by 2 to 3 hours.
			(iii)	To revise tug requirement and add remarks for not considering thrusters for substituting tugs.	(iii)	_ '' -	(iii)	Tugs for berthing and unberthing vessels of 235m LOA reduced by 1. Thrusters cannot substitute for tugs.
12.	Location: CTX-LPG	Caltex T/Y LPG berth	(i)	To extend tidal window for unberthing.	(i)	To reflect current operational need based on pilot's practical experience.		No tidal window restriction for unberthing, i.e. 24 hours operation. 1 additional Grade II tug if
			(ii)	To revise tug requirement and add remarks for not considering thrusters for substituting tugs.	(ii)	_ '' _	(II)	unberthing vessels of 80m during ebb tide; 2 Grade II tugs upgraded to Grade I if unberthing vessels of 114m during ebb tide. Thrusters cannot substitute for tugs.
13.	Location: ESSO	Esso oil terminal main berth	(i) (ii)	To amend the Class of 180m LOA to 184m. To extend tidal window for berthing.	(i) (ii)	To reflect current operational need based on pilot's practical experience.	· ·	Escort tug from GI for inbound vessels only required for LOA of 184m and draft > 10m. Berthing window for 220m, 250m and 274m LOA
			(iii)	To revise tug requirement for unberthing vessels of 250m LOA and add remarks for not considering thrusters for substituting tugs.	(iii)	_ '' -	(iii)	extended by 1 to 4 hours. Tugs for berthing vessels of 250m LOA & under 13m draft reduced by 1, and tugs for unberthing 250m LOA reduced by 1. Thrusters cannot substitute for tugs

14.	Location: MOBIL	Mobil oil terminal main berth	(i)	To amend the Class of 180m LOA to 184m.	(i)	To reflect current operational need based on pilot's practical experience.		Escort tug from GI for inbound vessels only required for LOA of 184m and draft > 10m.
			(ii)	To extend tidal window for berthing.	(ii)	_ '' -	(ii)	Berthing window for 184m, 220m and 250m LOA extended by 1 to 2 hours.
			(iii)	To revise tug requirement for unberthing vessels of 250m LOA and add remarks for not considering thrusters for substituting tugs.	(iii)	- ·· -	(iii)	Tugs for berthing vessels of 250m LOA & under 13m draft reduced by 1, and tugs for unberthing 250m LOA reduced by 1. Thrusters cannot substitute for tugs.
15.	Location: SHELL	Shell oil terminal main berth	(i)	To amend the Class of 180m LOA to 184m.	(i)	To reflect current operational need based on pilot's practical experience.	, ,	Escort tug from GI for inbound vessels only required for LOA of 184m and draft > 10m.
			(ii)	To extend tidal window for berthing.	(ii)	_ '' -	(ii)	Berthing window for 184m, 220m and 245m LOA extended by 1 to 2 hours.
			(iii)	To revise tug requirement for unberthing vessels of 245m LOA and add remarks for not considering thrusters for substituting tugs.	(iii)	_ '' _	(iii)	Tugs for berthing vessels of 250m LOA & under 13m draft reduced by 1, and tugs for unberthing 245m LOA reduced by 1. Thrusters cannot substitute for tugs

16.		Far East cement wharf (Sok Kwu Wan)	To delete	The wharf no longer exists.	Nil
17.	Location: YOD	Yam O floating dock	(i) To delete class of 153m LOA.	(i) To reflect current ship sizes.	(i) None.
			(ii) To add requirement to have one tug for anchoring vessels of 230m LOA or more.	(iv) To ensure safe anchoring.	(ii) 1 tug required for anchoring vessels of 230m LOA or more.

Note: Please refer to the attached Items 1-17 for details of the proposed amendment.

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 1 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 manoeuvring 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 at 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 also 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.

Location: TSK Transit Mawan other than passenger & container ship (bulker)

010 N. bound LOA: Max 153m 011 S. bound LOA: Max 153m Max. 11m (min 10% UKC) **Draft: Draft:** Max. 11m (min 10% UKC) Time: 24 hrs. D>8.5m & night Time: 24 hrs. D>8.5m & night HW+1 to HW+3 @ Mawan. LW+1 to LW+3 @ May an. D>10m 1 @ anchorage. Tugs: D>10m 1 @ anchorage. Tugs: **Remarks:** Thrusters not considered. **Remarks:** Thrusters not considered.

020 LOA: Max 183m N. bound LOA: Max 183m 021 S. bound Max. 11m (min 10% UKC) **Draft:** Max. 11m (min 10% UKC) **Draft:** 24 hrs. If D>9.5m day light only Time: 24 hrs. If D>9.5m day light only Time: If D>8.5m & night HW+1 to If D>8.5m & night LW+1 to LW+3 @ Mawan. HW+3 @ Mawan. D>8.5m & night 1 @ Mawan est. **Tugs:** D>8.5m & night 1 @ Mawan est. **Tugs:** D>9.5m 1 @ Mawan est. D>9.5m 1 @ Mawan est.

D>10m 1 @ anchorage.

Remarks: Thrusters not considered.

D>10m 1 @ anchorage.

Remarks: Thrusters not considered.

031 030 LOA: Max 198m N. bound S. bound LOA: Max 198m Max. 12.5m (min 10% UKC) Draft: Max. 12.5m (min 10% UKC) **Draft:** Time: Day HW+1 to HW+3 & **Time:** Day LW+1 to LW+3 & Day LW-1 to LW+1.5 @ Mawan Day HW-2 to HW @ Mawan

Tugs: 1 Mawan est.
D>10m 1 @ anchorage.

Tugs: 1 Mawan est.
D>10m 1 @ anchorage.

Remarks: 2 pilots. Thrusters not considered. Remarks: 2 pilots. Thrusters not considered.

040 LOA: Max 255m N. bound 041 S. bound LOA: Max 255m Max. 14m (min 10% UKC) **Draft: Draft:** Max. 14m (min 10% UKC) Time: Day HW+1 to HW+1.5/@ Mawan Time: Day LW+1 to LW+3 @ Mawan 1 @ Mawan est. if $\angle > 230$ m and 1 @ Mawan est. if L>230m and **Tugs:** Tugs:

1 @ Mawan est. if L>230m and Tugs: 1 @ Mawan est. if L>230m ar D>10m 1 est. from GI to D>10m 1 est. @ POB.

anchorage. / D>13m 2 est. to anchorage

Remarks: 2 pilots. Thrusters not considered. **Remarks:** 2 pilots. Thrusters not considered.

050 N. bound LOA: Max 275m 051 S. bound LOA: Max 275m Max. 16.5m (min 10% UKC) **Draft: Draft:** Max. 16.5m (min 10% UKC) Day HW+1 @ Mawan Time: Time: Day LW+1 to LW+3 @ Mawan Tugs: 2. 1 @ GI + 1 @ Mawan est. to Tugs: 2. 1 @ POB + 1 @ Mawan est.

anchorage. D<9m1 POB est. to anchorage.

D>13m 2 est. to anchorage.

Remarks: 2 pilots. Thrusters not considered.

Remarks: 2 pilots. Thrusters not considered.

Berthing	Guidelines			Pending
► Location :	URMPS/URMA	Transit Mawan (All vessels other		er & Tanker passenger & container ship)
_	>230m: Restricted transit per	riod @ Mawan = Cu cent info. supplied b	rrent Ag	
010 Draft: Time: Tugs: Remarks:	N. bound LOA: Max Max. 11m (min 10% UK 24 hrs.	(C) Di Ti Ti	1 raft: ime: ugs: emarks:	S. bound LOA: Max 153m Max. 11m (min 10% UKC) 24 hrs.
020 Draft: Time:	N. bound LOA: Max Max. 12m (min 10% UK 24 hrs. Draft>10m subject to condition @ Mawan	(C) Dr	21 raft: ime:	S. bound LOA: Max 183m Max. 12m (min 10% UKC) 24 hrs. Draft>10m subject to current condition @ Mawan
Tugs:			ugs:	1 escort from Mawan if Draft>10m.
Remarks:		Re	emarks:	
030 Draft: Time: Tugs:	N. bound LOA: Max Max. 12.5m (min 10% U Subject to current cond Mawan 1 escort from Ma Wan	JKC) Do dition @ Ti	31 raft: ime: ugs:	S. bound LOA: Max 198m Max. 12.5m (min 10% UKC) Subject to current condition @ Mawan 1 escort from Ma Wan for Ma
Remarks:	Wan Transit. To URMA: +1 @ U Draft>10m. Day: 1 pilot Night: 2 pilots		emarks	Wan Transit. From URMA: +1 @ URMA if Draft>10m. Day: 1 pilot Night: 2 pilots
040 Draft: Time:	N. bound LOA: Max Max. 13m (min 10% UK Subject to current cond Mawan	(C) Dodition @ Ti	41 raft: ime:	S. bound LOA: Max 230m Max. 13m (min 10% UKC) Subject to current condition @ Mawan
Tugs:	Draft>12.5m day transit 1 escort from Ma Wan Wan Transit. To URMA: +1 @ U	for Ma To	ugs:	Draft>12.5m day transit only 1 escort from Ma Wan for Ma Wan Transit. From URMA: +1 @ URMA if
Remarks:	Draft>10m. 2 pilots.	Re	emarks:	Draft>10m. 2 pilots.

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

(per current info. supplied by HYDRO office)

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

050 **N. bound** LOA: Max 255m 051 **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 and a minimum of 1.2m tidal height for Draft>12.5m tidal height for Draft>12.5m

Tugs: 1 escort @ Ma Wan for Ma Wan Tugs: 1 escort @ Ma Wan for Ma Wan

Transit; from GI if Draft>10m.

Transit.

To URMA: 1 escort @ Ma Wan for Ma Wan Transit + 1 @ Wan for Ma Wan Transit; from

URMA; 1 escort from GI through to URMA if Draft>10m.

URMA if Draft>10m.

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

 ▶060
 N. bound
 LOA: Max 280m
 061
 S. bound
 LOA: Max 280m

 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 and a minimum of 1.2m tidal height for Draft>12.5m tidal height for Draft>12.5m

Tugs: 1 escort from GI until clear Ma Tugs: 1 escort @ Ma Wan for Ma Wan

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

Draft>14m.
From URMA:

To URMA: 1 escort from GI to 1 escort from URMA until clear Ma URMA; +1 from Ma Wan to Wan Transit; +1 @ Ma Wan if

URMA if Draft>14m. Draft>14m.

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

General Remarks: Thrusters not considered.

Location: TSK-C Transit Mawan passenger & container ship

010 **N. bound** LOA: Max 153 m 011 **S. bound** LOA: Max 153m **Draft:** Max. 9.5m (min 10% UKC) **Draft:** Max. 9.5m (min 10% UKC)

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

Tugs: Tugs: Remarks: Remarks:

 020
 N. bound
 LOA: Max 183m
 021
 S. bound
 LOA: Max 183m

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

 Time:
 24 hrs. D>9.5m & night
 Time:
 24 hrs. D>9.5m & night

HW+1 to HW+3 @ Mawan LW-2 to LW+1 @ Mawan HW-3 to HW @ Mawan

Tugs: Tugs: Remarks: Remarks:

030 **N. bound** LOA: Max 198m **O31 S. bound** LOA: Max 198m **Draft:** Max. 12.5m (min 10% UKC) **Draft:** Max. 12.5m (min 10% UKC)

Time: D&N HW to HW+3 & / Time: D&N LW to LW+4 &

D&N LW-2 to LW+1 @ Mawan / D&N HW-3 to HW @ Mawan

Tugs:

Remarks: 2 pilots. Remarks: 2 pilots.

040 **N. bound** LOA: Max 250m 041 **S. bound** LOA: Max 250m **Draft:** Max. 12.5m (min 10% UKC) **Draft:** Max. 12.5m (min 10% UKC)

Time: D&N HW to HW+3/4 Time: D&N LW to LW+3 &

D&N LW-2 to LW @ Mawan

D&N HW-2 to HW @ Mawan

If L = 220 vs 1 @ Mawan

Tugs: If L =or>230m $\frac{1}{2}$ @ KB est. Tugs: If L =or>230m $\frac{1}{2}$ @ Mawan est.

Remarks: 2 pilots.

Thrusters not considered.

Remarks: 2 pilots.

Thrusters not considered.

Thrusters not considered.

KB = Kellett buoy.

Thrusters not considered.

050 **N. bound** LOA: Max 300m 051 **S. bound** LOA: Max 300m **Draft:** Max. 13.8m (min 10% UKC) **Draft:** Max. 13.8m (min 10% UKC)

Time: D&N HW to HW+2 & **Time:** D&N LW+1 to LW+3 &

D&N LW-1 to LW @ Mawan D&N HW-2 to HW @ Mawan

Tugs: / 1 @ KB est. Tugs: 1 @ Mawan est.

Remarks: 2 pilots.

Remarks: 2 pilots.

Thrusters not considered.

Thrusters not considered.

Thrusters not considered. Thrusters not considered KB = Kellett buoy.

Berthing	g Guidelines		Pending
Location	n: URMPS-C/URMA-C Transit M	awan – Pas	ssenger & Container ship
<i>R</i>	estricted transit period @ Mawan = C	_	
•	(per current info. supp	•	
	Transit @ Mawan : Day = (Sunris	e – 30mins.	.) 10 (Sunset + 30mins.)
010	N. bound LOA: Max 183 m	011	S. bound LOA: Max 183m
Draft:	Max. 12m (min. 10% UKC) 24 hrs.	Draft:	Max. 12m (min. 10% UKC) 24 hrs.
Time:	Draft>10m subject to current condition @ Mawan	Time:	Draft>10m subject to current— condition @ Mawan
Tugs:	condition & Mawan	Tugs:	condition & Mawan
Remark	s:	Remark	s:
	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:	
Remark	S: Day: 1 pilot	Remark	s: 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 @ Mawan	Time:	Subject to current condition @ Mawan
Tugs:	1 escort @ Ma Wan for Ma Wan Transit.	Tugs:	1 escort @ Ma Wan for Ma Wan Transit.
	To URMA: +1 @ URMA (tug		From URMA: +1 @ URMA (tug
	@ URMA exempted for vessels		@ URMA exempted for vessels
Remark	with thrusters). s: 2 pilots.	Remark	with thrusters). s: 2 pilots.
TCHIU I	2 phots.	Acmur is	2 phots.
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 @ Mawan	Time:	Subject to current condition @ Mawan
Tugs:	1 escort from Kellett buoy until clear Ma Wan Transit.	Tugs:	1 escort @ Ma Wan for Ma Wan Transit.
	To URMA: +1 @ URMA (tug @		From URMA: +1 @ URMA (tug
	URMA exempted for vessels		@ URMA exempted for vessels
	with thrusters).		with thrusters).
Remark	s: 2 pilots.	Remark	s: 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.)

Draft: Max. 14.5m (min. 10% UKC)
Time: Subject to current condition @

Mawan

Tugs: 1 escort from Kellett buoy until

clear Ma Wan 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 @ Ma Wan for Ma Wan

Transit.

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

with thrusters).

Remarks: 2 pilots.

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

010 **Berthing** LOA: Max 153m 011 Unberthing LOA: Max 153m Draft: Max. 8.5m (min 10% UKC) **Draft:** Max. 8.5m (min 10% UKC)

Time: Time: Day light only Day light only

Tugs:

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

Berth for one ship only.

020 **Berthing** LOA: Max 168m 021 Unberthing LOA: Max 168m **Draft:** Max. 9.5m (min 10% UKC) Max. 9.5m (min 10% UKC) **Draft:**

Time: Day light only Time: Day light only

Tugs: 2. If D>9.5m 3 incl. 1 Mawan est. Tugs: 2. If D>9.5m 1 Mawan est.

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

030 LOA: Max 198m LOA: Max 198m Berthing 031 Unberthing **Draft:** Max. 12.5m (min 10% UKC) **Draft:** Max. 12.5m (min 10% UKC) Time: Day HW+1 to HW+3 & Time: Day LW+1 to LW+3 &

Day HW-2 to HW @ Ma Wan Day LW-1 to LW+1.5 @ Mawan

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

Remarks: 2 pilots. Remarks: 2 pilots.

Stem to tide for berthing.

040 **Berthing** LOA: Max 240m 041 Unberthing LOA: Max 240m **Draft:** Max. 14m (min 10% UKC) **Draft:** Max. 14m (min 10% UKC) Day HW+1 to HW+1.5 @ Mawan Day LW+1 to LW+3 @ Mawan Time: Time:

4 incl. 1 GI + 1 Mawan est. 3 incl 1 est. to Mawan. Tugs: Tugs:

D>13m 2 est. to anchorage.

Remarks: 2 pilots. Remarks: 2 pilots.

Starboard side to.

Pending **Berthing Guidelines**

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

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

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

Time: Day light only Day light only Time:

Tugs: 2. Tugs: 2. **Remarks:**

Remarks: Stem to tide for berthing.

▶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 Day LW-1 to LW+1.5 @ Mawan condition @ Mawan Day only

Tugs: 1 escort @ Ma Wan if 1 escort @ Ma Wan if Tugs:

Draft>10m. Draft>10m.

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

Draft>10m Starboard side to.

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

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

Draft>10m subject to current

condition @ Mawan Day 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 240m 041 Unberthing LOA: Max 240m **Draft:** Max. 14m (min 10% UKC) **Draft:** Max. 14m (min 10% UKC)

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

Day LW+1 to LW+3 @ Mawan Draft 12.5m subject to current

condition @ Mawan. Day only 2 incl. 1 escort @ Mawan. **Tugs:** 4 incl. 1 escort from GI + 1 @ Ma **Tugs:**

Wan.

If Draft 12m, 3 incl. 1 escort from To URMA: 2 incl. 1 escort from

GI + 1 @ Ma Wan to berth berth to URMA. From URMA: 4 incl. 1 escort

from URMA to berth.

If Draft 12m, 3 incl. 1 escort from

URMA to berth

Remarks: 2 pilots. Starboard side to. Remarks: 2 pilots. Location: CLPTSK China light power station (TSK)

010 **Berthing** LOA: Max 153m 011 Unberthing LOA: Max 153m

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

Time: Day light only Time: Day light only

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

020 021 **Berthing** LOA: Max 168m Unberthing LOA: Max 168m **Draft:** Max. 9.5m (min 10% UKC) **Draft:** Max. 9.5m (min 10% UKC)

Time: Day light only Time: Day light only

Tugs: 2. If D>9.5m 3 incl.1 Mawan est. Tugs: 2. If D>9.5m 1 Mawan est.

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

030 Berthing LOA: Max 198m 031 Unberthing LOA: Max 198m Max. 12.5m (min 10% UKC) Max. 12.5m (min 10% UKC) **Draft: Draft:** Time: Day HW+1 to HW+3 & Time: Day LW+1 to LW+3 &

Day LW-1 to LW+1.5 @ Mawan Day HW-2 to HW @ Mawan

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

Remarks: 2 pilots. Remarks: 2 pilots.

Stem to tide for berthing.

040 041 **Berthing** LOA: Max 255m Unberthing LOA: Max 255m **Draft:** Max. 14m (min 10% UKC) **Draft:** Max. 14m (min 10% UKC) Day HW+1 to HW+1.5 @ Mawan Time: Time: Day LW+1 to LW+3 @ Mawan

4 incl. 1 GI + 1 Mawan est.**Tugs:** Tugs: 3 incl. 1 est. to Mawan.

If D>13m 2 est to anchorage.

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

@ Mawan.

050 051 Berthing LOA: Max 275m Unberthing LOA: Max 275m Draft: Max. 16.8m (min 10% UKC) Draft: Max. 16.8m (min 10% UKC)

Time: Day HW+1 @ Mawan Time: Day LW+1 to LW+3 @ Mawan Tugs:

4 tugs minimum 3000 HP each Tugs: 3 incl. 1 est. to Mawan.

incl. 1 GI + 1 Mawan est. If D>13m 2 est. to anchorage.

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

 1^{st} Jun – 15^{th} Oct day HW+0.5

Berthing Guidelines Pending

Location: CLPTSK China light power station (TSK)

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

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

Tugs:

Remarks:

2.

Time: Day light only Time: Day light only

Tugs:

Tugs:

Remarks: Stem to tide for berthing.

Berthing LOA: Max 183m 021 Unberthing LOA: Max 183m ▶020

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

Time: Day light only Day light only Time:

Draft>10m subject to current Draft>10m Day HW+1 to HW+3 & Day LW-1 to LW+1.5 @ Mawan condition @ Mawan Day only

1 escort @ Ma Wan if 2. 1 escort @ Ma Wan if 2. **Tugs: Tugs:**

Draft>10m. Draft>10m.

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

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

Time: Day light only Time: Day light only

Day HW+1 to HW+3 @ Mawan Draft>10m subject to current_

condition @ Mawan Day 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 LOA: Max 280m 041 **Berthing** Unberthing LOA: Max 280m

Max. 16.8m (min 10% UKC) Draft: **Draft:** Max. 16.8m (min 10% UKC) Day HW+1 @ Mawan Time: Time:

Day HW to HW+2 &

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 light

only 4 tugs minimum 3000hp each incl. **Tugs:**

2 incl. 1 escort @ Ma Wan. 1 escort from GI + 1 @ Ma Wan.

To URMA: 2 incl. 1 escort from berth to URMA. 2 escort from From URMA: 4 tugs minimum berth to URMA if Draft>14m.

3000hp each incl. 1 escort from URMA to berth

Remarks: 2 pilots. Starboard side to. Remarks: 2 pilots. Location: SWSTL Shiu Wing steel wharf (TSK)

010 **Berthing** LOA: Max 153m 011 **Unberthing** LOA: Max 153m **Draft:** Max. 8.5m (min 10% UKC) **Draft:** Max. 8.5m (min 10% UKC)

Time: Day light only Time: Day light only

Tugs: **Tugs:**

Remarks: Stem to tide for berthing. **Remarks:** Berth for one ship only.

020 **Berthing** LOA: Max 168m 021 LOA: Max 168m **Unberthing Draft:** Max. 9.5m (min 10% UKC) **Draft:** Max. 9.5m (min 10% UKC)

Time: Day light only Time: Day light only

2. If D>9.5m 3 incl. 1 Mawan est. 2. If D>9.5m 1 Mawan est. Tugs: Tugs:

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

030 LOA: Max 200m 031 Unberthing LOA: Max 200m **Berthing Draft:** Max. 11.5m (min 10% UKC) Max. 11.5m (min 10% UKC) **Draft:** Time: Time:

Day HW+1 to HW+3 & Day LW+1 to LW+3 &

Day LW-1 to LW+1.5 @ Mawan Day HW-2 to HW @ Mawan

Tugs: 3 incl. 1 Mawan est. if L>183m or 2 incl. 1 Mawan est. if L>183m **Tugs:**

D>9.5m or D>9.5m

If D>10m 1 @ WA

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

Berthing Guidelines Pending

Location: SWSTL Shiu Wing steel wharf (TSK)

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

010 **Berthing** LOA: Max 168m 011 Unberthing LOA: Max 168m

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

Time: Day light only Time: Day light only

►Tugs: Tugs: 2. 2. **Remarks:** Stem to tide for berthing. **Remarks:**

020 **Berthing** LOA: Max 183m 021 Unberthing LOA: Max 183m Max. 11.5m (min 10% UKC) **Draft:** Max. 11.5m (min 10% UKC) Draft:

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 Day only Mawan

2. 1 escort @ Ma Wan if **Tugs:** 1 escort @ Ma Wan if **Tugs:** 2.

Draft>10m. Draft>10m.

Remarks: 2 pilots. Remarks: 2 pilots.

Stem to tide for berthing.

030 **Berthing** LOA: Max 200m 031 Unberthing LOA: Max 200m Max. 11.5m (min 10% UKC) Max. 11.5m (min 10% UKC) **Draft: Draft:** Time: Day HW+1 to HW+3 & Time: Subject to current condition @_

Day LW-1 to LW+1.5 @ Mawan Mawan Dav 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. Stem to tide for berthing.

Berthing Guidelines July 1999

Location: TSKA TSK anchorage to/from wharf

O10 To anchorage LOA: Max 230m O11 From anchorage LOA: Max 230m

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

Time: Day light only (anchor off wharf) **Time:** Day light only

Tugs: D>10m 1 @ anchorage Tugs: D>10m 1 @ anchorage.

2 @ berth if L<168m & D<9.5m.

3 @ berth if I/<198m.4 @ berth if L>198m.

Remarks: L>168m 2 pilots **Remarks:** L>168m 2/pilots

020 To anchorage LOA: Max 255m 021 From anchorage LOA: Max 255m

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

Time: Day light only (anchor off wharf) **Time:** Day slack water

Tugs: 1 est. to anchorage. 3 @ berth **Tugs:** / 2 @ anchorage. 4 @ berth

Remarks: 2 pilots. Remarks: 2 pilots.

030 To anchorage LOA: Max 272m /031 From anchorage LOA: Max 272m

Draft: Max. 15m (min 10% UKC) / **Draft:** Max. 15m (min 10% UKC)

Time: Day light only (anchor off wharf) Time: Day LW+2 to LW+3 Port Side to.

Day HW+2 Stbd. Side to. @ berth.

Tugs: 2 est. to anchorage. 3 @ berth Tugs: 2 @ anchorage. 4 @ berth

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

/ Time may vary with seasons.

O40 To anchorage LØA: Max 275m O41 From anchorage LOA: Max 275m

Draft: Max. 16.5m (min 10% UKC) **Time:** Day light only (anchor off wharf) **Draft:** Max. 16.5m (min 10% UKC) **Time:** Day LW+2 to LW+3 Port side to.

Day HW+2 Stbd. Side to. @ berth.

Tugs: 2 est. to anchorage. 4 @ berth Tugs: 2 @ anchorage. 4 @ berth

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

Time may vary with seasons.

Berthing Guidelines January 2003

Location: KC6-7/O-F **Kwai Chung berth 6-7 outer-foul**

010 **Berthing** LOA: Max 250m 011 **Unberthing** LOA: Max 250m **Draft:** Max. 12.2m + tide - 10% UKC **Draft:** Max. 12.2m + tide - 10% UKC

 Time:
 24 hrs.

 Tugs:
 2

 Remarks:
 Remarks:

 020
 Berthing
 LOA: Max 290m
 021
 Unberthing
 LOA: Max 290m

 Draft:
 Max. 12.2m + tide - 10% UKC
 Draft:
 Max. 12.2m + tide - 10% UKC

Time:24 hrs.Time:24 hrs.Tugs:3Tugs:2Remarks:No stern in.Remarks:

Full length of opposite berth must

be clear.

General Remarks:

To ensure safe navigation, 10% UKC must be maintained throughout the entire berthing/unberthing operation at all tidal conditions. The tidal height to be used for calculating the maximum allowable draft should be the lowest within the 2 hours period during the berthing/unberthing operation. Ample margin must be allowed for the following when calculating the effective UKC:

- (i) Listing due to 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.

Berthing Guidelines Pending

Location: KC6-7/O-F **Kwai Chung berth 6-7 outer-foul**

 010
 Berthing
 LOA: Max 250m
 011
 Unberthing
 LOA: Max 250m

 Draft:
 Max. 12.2m + tide - 10% UKC
 Draft:
 Max. 12.2m + tide - 10% UKC

 Time:
 24 hrs.

 Tugs:
 2

 Tugs:
 2

Remarks: Thrusters not considered Remarks: Thrusters not considered

 020
 Berthing
 LOA: Max 290m
 021
 Unberthing
 LOA: Max 290m

 Draft:
 Max. 12.2m + tide - 10% UKC
 Draft:
 Max. 12.2m + tide - 10% UKC

 Time:
 24 hrs.

 Tugs:
 3

 Time:
 24 hrs.

 Tugs:
 2

Remarks: No stern in. **Remarks:** Thrusters not considered

Full length of opposite berth must

be clear.

General Remarks:

To ensure safe navigation, 10% UKC must be maintained throughout the entire berthing/unberthing operation at all tidal conditions. The tidal height to be used for calculating the maximum allowable draft should be the lowest within the 2 hours period during the berthing/unberthing operation. 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.

Berthing Guideline July 1999

Location: TOW Ship under tow

010 **Towing** LOA: Max 183m **Draft:** Max. 8.5m (min 10% UKC)

Time: 24 hrs.

Tugs: 2. If D>8m 3.

(Thrusters not considered)

Remarks: If transit Mawan, inform VTC

well in advance.

For Tolo harbour, subject to suitable towing arrangement and

weather conditions.

2 pilots if time of towing exceed

5 hours.

020 **Towing** LOA: Max 214m **Draft:** Max. 9.5m (min 10% UKC)

Time: See remarks.

Tugs: 3. (thrusters not considered) **Remarks:** If transit Mawan & L>183m

VTC meeting required.

For Tolo harbour, subject to suitable towing arrangement and

weather conditions.

2 pilots if transit Mawan or time

of towing exceed 5 hours.

030 **Towing** LOA: Max 290m

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

Time: See remarks.

Tugs: 4. (thrusters not considered)

Remarks: 2 pilots.

If transit Mawan, VTC meeting required. For Tolo harbour, subject to suitable towing arrangement and weather

conditions.

Berthing Guideline Pending

Location: TOW Ship under tow

010 **Towing** LOA: Max 183m **Draft:** Max. 8.5m (min 10% UKC)

Time: 24 hrs.

Tugs: 2. If Draft>8m 3.

(Thrusters not considered)

Remarks: See General Remarks

020 **Towing** LOA: Max 214m **Draft:** Max. 9.5m (min 10% UKC) **Time:** See General Remarks.

Tugs: 3. (Thrusters not considered)

Remarks:

030 **Towing** LOA: Max 290m **Draft:** Max. 14m (min 10% UKC) **Time:** See General Remarks.

Tugs: 4. (Thrusters not considered)

Remarks: 2 pilots.

General Remarks:

A) 2 pilots required if towing time exceed 5 hours.

- B) **TOLO HARBOUR:** subject to suitable towing arrangement and weather condition.
- C) Vessel or barge under tow **TRANSIT MAWAN**; (Max. air draft 53m)
 - 1) Inform VTC well in advance.
 - 2) Tow LOA>183m prior consultation/meeting with VTC is required.
 - 3) 2 pilots required if LOA>168m.
 - 4) For inbound ships under tow to ShenZhen ports via Ma Wan, the ocean tug and the tow shall be considered as one unit without the need for disconnection.
 - 5) Subject to TIDAL WINDOW @ Mawan:

 $LOA \le 230m$: <u>RESTRICTED TRANSIT PERIOD</u> @ Mawan = Current Against > 2.5 knots/With > 1.5 knots.

LOA > 230m: <u>RESTRICTED TRANSIT PERIOD</u> @ Mawan = Current Against > 1.5 knots/With > 0.5 knots.

- 6) LOA \geq 198m or Draft \geq 8.5m or speed less than 5.0 knots, daylight transit only.
- 7) LOA>290m to be approved case by case or requires additional tug as deemed necessary.

Location : CRC-A China Resources T/Y main berth (A)

010 **Berthing** LOA: Max 120m 011 **Unberthing** LOA: Max 120m

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

 Time:
 24 hrs.

 Tugs:
 2 (grade II)

 Tugs:
 2 (grade II)

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

020 **Berthing** LOA: Max 150m 021 **Unberthing** LOA: Max 150m

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

Time:24 hrs.Time:24 hrs.Tugs:2Tugs:2Remarks:Port side to.Remarks:

030 **Berthing** LOA: Max 180m 031 **Unberthing** LOA: Max 180m **Draft:** Max. 12m (min 10% UKC) **Draft:** Max. 12m (min 10% UKC)

Time: 24 hrs. Time: 24 hrs. Tugs: 2 If D>10m 1 GI est. Tugs: 2

Remarks: Port side to. Remarks:

040 **Berthing** LOA: Max 220m 041 **Unberthing** LOA: Max 220m **Draft:** Max. 13m (min 10% UKC) **Draft:** Max. 13m (min 10% UKC)

 Time:
 D&N HW. If D<10m 24hrs.</th>
 Time:
 24 hrs.

 Tugs:
 3 incl. 1 GI est.
 Tugs:
 2

Remarks: Day 1 pilot, night 2 pilots. Remarks:

Port side to.

050 **Berthing** LOA: Max 250m 051 **Unberthing** LOA: Max 250m **Draft:** Max. 14m (min 10% UKC) **Draft:** Max. 14m (min 10% UKC)

Time:D&N HW.Time:24 hrs.Tugs:4 incl. 1 GI est.Tugs:3Remarks:2 pilots.Remarks:

Port side to.

Berthing Guidelines Pending

Location : CRC-A China Resources T/Y main berth (A)

010 **Berthing** LOA: Max 120m 011 **Unberthing** LOA: Max 120m

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

 Time:
 24 hrs.

 Tugs:
 2 (grade II)

 Tugs:
 2 (grade II)

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

 020
 Berthing
 LOA: Max 150m
 021
 Unberthing
 LOA: Max 150m

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

 Time:
 24 hrs.

 Tugs:
 2

 Tugs:
 2

Remarks: Port side to. Remarks:

► 030 **Berthing** LOA: Max 184m 031 **Unberthing** LOA: Max 184m ←

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

 Time:
 24 hrs.
 Time:
 24 hrs.

 Tugs:
 2. If Draft>10m 1 GI est.
 Tugs:
 2

Remarks: Port side to. Remarks:

040 **Berthing** LOA: Max 220m 041 **Unberthing** LOA: Max 220m **Draft:** Max. 13m (min 10% UKC) **Draft:** Max. 13m (min 10% UKC)

Time: Draft 10m 24hrs. Time: 24 hrs.

Draft>10m, D&N HW-1 to

Tugs: 3 incl. 1 GI est. Tugs: 2

Remarks: Day 1 pilot, Night 2 pilots. **Remarks:** Berthing at LW to LW+1: 2

pilots.
Port side to.

HW+1, D&N LW to LW+1

050 Berthing LOA: Max 250m 051 Unberthing LOA: Max 250m

Droft: Max 14m (min 10% LIKC) Droft: Max 14m (min 10% LIKC)

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

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

Tugs: 4 incl. 1 GI est. Tugs: 2

If Draft<13m 3 incl. 1 GI est.

Remarks: 2 pilots. Remarks: Port side to.

General Remarks: Thrusters not considered for berthing/unberthing

Location : CTX Caltex T/Y main berth

010 **Berthing** LOA: Max 120m 011 **Unberthing** LOA: Max 120m

Tugs:

2 (grade II)

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+3

Remarks: Starboard side to. Remarks:

2 (grade II)

Tugs:

020 **Berthing** LOA: Max 150m 021 **Unberthing** LOA: Max 150m

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

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

Tugs: 2 Tugs: 2

Remarks: Starboard side to. Remarks:

030 **Berthing** LOA: Max 180m 031 **Unberthing** LOA: Max 180m

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

Time: D&N HW **Time:** 24 hrs. **Tugs:** 2. If D>10m 1 GI est. **Tugs:** 2

Remarks: Starboard side to. Remarks:

040 **Berthing** LOA: Max 220m 041 **Unberthing** LOA: Max 220m

Draft: Max. 12.6m (min 10% UKC) **Draft:** Max. 12.6m (min 10% UKC)

 Time:
 D&N HW
 Time:
 24 hrs.

 Tugs:
 3 incl. 1 GI est.
 Tugs:
 2

Remarks: Day 1 pilot, night 2 pilots. **Remarks:**

Starboard side to.

050 **Berthing** LOA: Max 235m 051 **Unberthing** LOA: Max 235m **Draft:** Max. 12.6m (min 10% UKC) **Draft:** Max. 12.6m (min 10% UKC)

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

D&N LW-2 to LW+1

Tugs:4 incl. 1 GI est.Tugs:3Remarks:2 pilots.Remarks:

Starboard side to.

Berthing Guidelines Pending

Location : CTX Caltex T/Y main berth

O10 Berthing LOA: Max 120m O11 Unberthing LOA: Max 120m

Droft: Max 8m (min 10% LIKC)

Droft: Max 8m (min 10% LIKC)

 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 HW-1 to HW+2 & **Time:** 24 hrs. D&N LW to LW+3

Tugs: 2 (grade II) Tugs: 2 (grade II)

Remarks: Starboard side to. **Remarks:**

 020
 Berthing
 LOA: Max 150m
 021
 Unberthing
 LOA: Max 150m

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

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

D&N LW+1 to LW+2

Tugs: 2 Tugs: 2

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

→ 030 **Berthing** LOA: Max 184m 031 **Unberthing** LOA: Max 184m ◆

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

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

Tugs: 2. If Draft>10m 1 GI est. **Tugs:** 2

Remarks: Starboard side to. Remarks:

040 **Berthing** LOA: Max 220m 041 **Unberthing** LOA: Max 220m **Draft:** Max. 12.6m (min 10% UKC) **Draft:** Max. 12.6m (min 10% UKC)

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

D&N LW+2

Tugs:3 incl. 1 GI est.Tugs:2Remarks:Day 1 pilot, Night 2 pilots.Remarks:

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

Berthing at LW+2: 2 pilots.

Starboard side to.

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

D&N LW+2 D&N LW to LW+2

Tugs: 3 incl. 1 GI est. Tugs: 2

Remarks: 2 pilots. Remarks: Starboard side to.

■ General Remarks: Thrusters not considered for berthing/unberthing

Location: CTX-LPG Caltex T/Y LPG berth

 010
 Berthing
 LOA: Max 80m
 011
 Unberthing
 LOA: Max 80m

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

Time: D&N LW to LW+3 Time: D&N LW to HW Tugs: 1 (grade II) Tugs: 1 (grade II)

Remarks: Starboard side to. Remarks:

Bow not to pass 6.5m sign

board.

 020
 Berthing
 LOA: Max 114m
 021
 Unberthing
 LOA: Max 114m

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

Time: Day LW to LW+2 Time: Day LW to HW Tugs: 2 (grade II) Tugs: 2 (grade II)

Remarks: Starboard side to.

Remarks: Not to be replaced by 1 (grade I)

Bow not to pass 6.5m sign tug.

board.

Not to be replaced by 1 (grade

I) tug.

Berthing Guidelines Pending

Location: CTX-LPG Caltex T/Y LPG berth

010 **Berthing** LOA: Max 80m 011 Unberthing LOA: Max 80m **Draft:** Max. 6.5m (min 10% UKC) **Draft:** Max. 6.5m (min 10% UKC)

Time: D&N LW to LW+3 Time: 24 hrs.

Tugs: Tugs: 1 (grade II) tug for unberthing 1 (grade II)

on flood tide. 2 (grade II) tugs ◀

on ebb tide.

Remarks: Starboard side to.

Bow not to pass 6.5m sign

board.

020 **Berthing** LOA: Max 114m 021 **Unberthing** LOA: Max 114m **Draft: Draft:**

Max. 6.5m (min 10% UKC) Max. 6.5m (min 10% UKC) Time: Day LW to LW+2 Time:

2 (grade II) tug and which shall **Tugs:** Tugs: 2 (grade II) tugs for unberthing

not be replaced by 1 (grade I) on flood tide. 2 (grade I) tugs

Remarks:

on ebb tide.

Remarks: Starboard side to. **Remarks:**

Bow not to pass 6.5m sign

board.

General Remarks: Thrusters not considered for berthing/unberthing

July 1999

Location: ESSO Esso oil terminal main berth

010 **Berthing** LOA: Max 120m 011 **Unberthing** LOA: Max 120m

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

 Time:
 24 hrs.

 Tugs:
 2 (grade II)

 Tugs:
 2 (grade II)

Remarks: Port side to. Remarks:

020 **Berthing** LOA: Max 150m 021 **Unberthing** LOA: Max 150m

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

Time:24 hrs.Time:24 hrs.Tugs:2Tugs:2Remarks:Port side to.Remarks:

030 Berthing LOA: Max 180m 031 Unberthing LOA: Max 180m

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

 Time:
 24 hrs.

 Tugs:
 2. If D>10m 1 GI est.

 Tugs:
 2

Remarks: Port side to. Remarks:

040 **Berthing** LOA: Max 220m 041 **Unberthing** LOA: Max 220m

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

Time:D&N HW. D<10m 24 hrs.</th>Time:24 hrs.Tugs:3 incl. 1 GI est.Tugs:2Remarks:Day 1 pilot, night 2 pilots.Remarks:

Port side to.

050 Berthing LOA: Max 250m 051 Unberthing LOA: Max 250m

Droft: Max 14m (min 100/ LIVC)

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

 Time: D&N HW
 Time: 24 hrs.

Tugs: 4 incl. 1 GI est.

Remarks: 2 pilots. Port side to.

Time: 24 nrs.

Tugs: 3

Remarks:

060 **Berthing** LOA: Max 274m 061 **Unberthing** LOA: Max 274m **Draft:** Max. 14.63m (min 10% UKC) **Draft:** Max. 14.63m (min 10% UKC)

Time: D&N HW. Jun.-Sept. Time: 24 hrs.

HW-0.5

Tugs:4 incl. 1 GI est.Tugs:3Remarks:2 pilots. Port side toRemarks:

Berthing Guidelines Pending

Location: ESSO Esso oil terminal main berth

010 LOA: Max 120m 011 LOA: Max 120m **Berthing Unberthing**

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

Time: 24 hrs. Time: 24 hrs. 2 (grade II) 2 (grade II) **Tugs: Tugs: Remarks:**

Remarks: Port side to.

020 021 Berthing LOA: Max 150m Unberthing LOA: Max 150m Max. 10m (min 10% UKC) Max. 10m (min 10% UKC) **Draft: Draft:**

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

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

031 LOA: Max 184m 030 LOA: Max 184m **Berthing** Unberthing

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

24 hrs. Time: 24 hrs. Time: 2. If Draft>10m 1 GI est. **Tugs: Tugs:** 2

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

040 041 Berthing LOA: Max 220m **Unberthing** LOA: Max 220m

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

Draft≤10m 24hrs. 24 hrs. Time: Time:

Draft>10m D&N HW-1 to HW+1

D&N LW to LW+1

Tugs: 3 incl. 1 GI est. **Tugs:** 2 Remarks: Day 1 pilot, Night 2 pilots. Remarks:

Berthing at LW to LW+1:2

pilots. Port side to.

Port side to.

050 **Berthing** LOA: Max 250m 051 **Unberthing** LOA: Max 250m

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

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

D&N LW to LW+1 4 incl. 1 GI est. 2 **Tugs:** Tugs:

If Draft<13m 3 incl. 1 GI est.

Remarks: 2 pilots. **Remarks:**

LOA: Max 274m 060 LOA: Max 274m 061 Berthing Unberthing

Max. 14.63m (min 10% UKC) Max. 14.63m (min 10% UKC) **Draft: Draft:** 24 hrs.

D&N HW to HW+1 Time: ➤ Time: (Jun.-Sept. HW-0.5)

Tugs: 4 incl. 1 GI est. **Tugs:** 3 2 pilots. Remarks: **Remarks:**

Port side to.

General Remarks: Thrusters not considered for berthing/unberthing

Location: MOBIL Mobil oil terminal main berth

010 **Berthing** LOA: Max 120m 011 **Unberthing** LOA: Max 120m

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

Time: 24 hrs. Time: 24 hrs. **Tugs:** 2 (grade II) **Tugs:** 2 (grade II)

Remarks: Remarks:

020 **Berthing** LOA: Max 150m 021 **Unberthing** LOA: Max 150m **Draft:** Max. 10m (min 10% UKC) **Draft:** Max. 10m (min 10% UKC)

Time: Time: 24 hrs.

D&N HW-1 to HW+2 &

D&N LW-2 to LW+1

Tugs: Tugs: 2 **Remarks: Remarks:** Port side to.

030 LOA: Max 180m 031 **Unberthing** LOA: Max 180m **Berthing Draft:** Max. 12m (min 10% UKC) Max. 12m (min 10% UKC) **Draft:**

Time: D&N HW Time: 24 hrs. Tugs: 2. If D>10m incl 1 GI est. Tugs: 2

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

040 **Berthing** LOA: Max 220m 041 **Unberthing** LOA: Max 220m **Draft:** Max. 13m (min 10% UKC) Max. 13m (min 10% UKC) **Draft:**

Time: D&N HW Time: 24 hrs. Tugs: 3 incl. 1 GI est. Tugs: 2

Remarks: Day 1 pilot, night 2 pilots. **Remarks:**

Port side to.

050 **Berthing** LOA: Max 250m 051 **Unberthing** LOA: Max 250m **Draft:** Max. 14.6m (min 10% UKC) **Draft:** Max. 14.6m (min 10% UKC)

Time: Time: 24 hrs. D&N HW **Tugs:** 4 incl. 1 GI est. Tugs: 3 **Remarks:** 2 pilots. **Remarks:**

Port side to.

Berthing Guidelines Pending

Location: MOBIL Mobil oil terminal main berth

010 **Berthing** LOA: Max 120m 011 **Unberthing** LOA: Max 120m

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

 Time:
 24 hrs.

 Tugs:
 2 (grade II)

 Tugs:
 2 (grade II)

Remarks: Remarks:

 020
 Berthing
 LOA: Max 150m
 021
 Unberthing
 LOA: Max 150m

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

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

D&N LW-2 to LW+1

Tugs: 2
Remarks: Port side to.
Tugs: 2
Remarks:

→ 030 Berthing LOA: Max 184m 031 Unberthing LOA: Max 184m ◆

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

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

D&N LW to LW+1 **Tugs:** 2. If Draft>10m 1 GI est. **Tugs:** 2

Remarks: Port side to. Remarks:

040 Berthing LOA: Max 220m 041 Unberthing LOA: Max 220m

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

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

D&N LW to LW+1

Tugs: 3 incl. 1 GI est. Tugs: 2

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

Berthing at LW to LW+1: 2

pilots.
Port side to.

050 **Berthing** LOA: Max 250m 051 **Unberthing** LOA: Max 250m **Draft:** Max. 14.6m (min 10% UKC) **Draft:** Max. 14.6m (min 10% UKC)

► Time: D&N HW to HW+1 Time: 24 hrs.

D&N LW to LW+1

Tugs: 4 incl. 1 GI est. Tugs: 2

If Draft<13m 3 incl. 1 GI est.

Remarks: 2 pilots. Remarks:

Port side to.

→ General Remarks: Thrusters not considered for berthing/unberthing

Location: SHELL Shell oil terminal main berth

010 **Berthing** LOA: Max 120m 011 **Unberthing** LOA: Max 120m

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 (grade II) **Tugs:** 2 (grade II)

Remarks: Starboard side to. **Remarks:**

020 **Berthing** LOA: Max 150m 021 **Unberthing** LOA: Max 150m

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

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

D&N LW to LW+2

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

030 **Berthing** LOA: Max 180m 031 **Unberthing** LOA: Max 180m

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

 Time:
 D&N HW
 Time:
 24 hrs.

 Tugs:
 2. If D>10m 1 GI est.
 Tugs:
 2

Remarks: Starboard side to. Remarks:

040 **Berthing** LOA: Max 220m 041 **Unberthing** LOA: Max 220m

Draft: Max. 14.5m (min 10% UKC) **Draft:** Max. 14.5m (min 10% UKC)

 Time:
 D&N HW
 Time:
 24 hrs.

 Tugs:
 3 incl. 1 GI est.
 Tugs:
 2

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

050 **Berthing** LOA: Max 245m 051 **Unberthing** LOA: Max 245m

Draft: Max. 14.5m (min 10% UKC) **Draft:** Max. 14.5m (min 10% UKC)

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

ugs: 4 incl. 1 GI est. Tugs: 3

Tugs: 4 incl. 1 GI est. Tugs: 3
Remarks: 2 pilots. Remarks:

Starboard side to.

Berthing Guidelines Pending

Location: SHELL Shell oil terminal main berth

010 **Berthing** LOA: Max 120m 011 **Unbe rthing** LOA: Max 120m Draft: **Draft:**

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

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

D&N LW to LW+2

Tugs: 2 (grade II) **Tugs:** 2 (grade II)

Remarks: Remarks: Starboard side to.

020 LOA: Max 150m 021 **Unberthing** LOA: Max 150m **Berthing Draft: Draft:** Max. 10m (min 10% UKC) Max. 10m (min 10% UKC)

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

D&N LW+1 to LW+2

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

▶ 030 **Unberthing** LOA: Max 184m ◀ Berthing LOA: Max 184m 031 Max. 12m (min 10% UKC) **Draft:** Max. 12m (min 10% UKC) **Draft:**

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

D&N LW+2

2. If Draft>10m 1 GI est. Tugs: 2 Tugs:

Remarks: Starboard side to. **Remarks:**

040 041 **Berthing** LOA: Max 220m Unberthing LOA: Max 220m **Draft:** Max. 14.5m (min 10% UKC) **Draft:** Max. 14.5m (min 10% UKC)

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

D&N LW+2

Tugs: 3 incl. 1 GI est. Tugs: 2

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

Berthing at LW+2 : 2 pilots. Starboard side to.

050 **Berthing** LOA: Max 245m 051 **Unberthing** LOA: Max 245m **Draft:** Max. 14.5m (min 10% UKC) **Draft:** Max. 14.5m (min 10% UKC)

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

> D&N LW+2 D&N LW to LW+2

Tugs: 4 incl. 1 GI est. Tugs: 2 If Draft<13m 3 incl. 1 GI est.

Remarks: 2 pilots. **Remarks:**

Starboard side to.

► General Remarks: Thrusters not considered for berthing/unberthing

Berthing Guidelines

July 1999

Location: FCEMENT

Far East cement wharf (Sok Kwu Wan)

010 **Berthing** LOA: Max 122m Draft: Max. 6.7m (min 10% UKC)

Time: Day light only

Tugs:

Remarks: Any side to.

LOA/Max 122m 011 **Unberthing** Max. 6.7m (min 10% UKC) **Draft:**

Time: Day light only

Tugs: 1. 2 if vessel has no anchor down.

Remarks:

020 Berthing LOA: Max 135m

Draft: Max. 9m (min 10% UKC)

Time: Day light only

Tugs: 2

Remarks: Any side to.

Unberthing 021 LOA: Max 135m

Max/9m (min 10% UKC) **Draft:**

Day light only Time:

Tugs:

Remarks

030 Berthing LOA: Max 168m

Draft: Max. 9.75m (min 10% UKC)

Time: Day HW

Tugs: 2

Remarks: Starboard side to only.

03/1 **Unbe rthing** LOA: Max 168m **Draft:**

Max. 9.75m (min 10% UKC)

Time: Day light only

Tugs: 2 Remarks:

Location: YOD Yam O floating dock

010 Berthing LOA: Max 153m **Draft:** Max. 8.5m (min 10% UKC)

Time: 24 hrs.

> If in tow + night + D>7.5m HW+1 to HW+3 @ Mawan

Tugs: 2 if in tow

Remarks: In tow thrusters not considered.

020 LOA: Max 183m **Berthing**

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

Time: Day any time.

Night HW+1 to HW+3 &

Night LW-1 to LW+1 @ Mawan

Tugs: 2 if in tow. @ night+1 Mawan est.

Remarks: In tow if L>168m 2 pilots.

In tow thrusters not considered.

030 **Berthing** LOA: Max 198m 031 Unberthing LOA: Max 198m

Draft: Max. 8.5m (min 10% UKC) Time: D&N HW+1 to HW+3 &

D&N LW-1 to LW+1 @ Mawan

Tugs: 3 if in tow incl. 1 @ Mawan est.

Remarks: 2 pilots.

In tow thrusters not considered.

040 **Berthing** LOA: Max 265m 041 **Unberthing** LOA: Max 265m

Draft: Max. 8.5m (min 10% UKC) Day HW+1 to HW+3 @ Mawan Time:

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

Remarks: 2 pilots. Max. air draft 53m. In tow thrusters not considered.

Min. draft sufficient propeller

immersion.

050 **Berthing** LOA: Max 300m 051 **Unberthing** LOA: Max 300m

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

Time: Day HW to HW+3 @ Mawan **Tugs:** 4 if in tow incl. 1 @ GI est.

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

In tow thrusters not considered. Min. draft sufficient propeller

immersion.

011 Unberthing LOA: Max 153m

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

Time: 24 hrs.

If in tow + night + D>7.5m

LW+1 to LW+3 @ Mawan

Tugs: 2 if in tow

Remarks: In tow thrusters not considered.

021 LOA: Max 183m **Unberthing**

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

Time: Day any time.

Night LW+1 to LW+3 &

Night HW-2 to HW @ Mawan

2 if in tow. @ night+1 Mawan est. **Tugs:**

Remarks: In tow if L>168m 2 pilots.

In tow thrusters not considered.

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

Time: D&N LW+1 to LW+3 &

D&N HW-2 to HW @ Mawan

Tugs: 3 if in tow incl. 1 @ Mawan est.

Remarks: 2 pilots.

In tow thrusters not considered.

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

Day LW+1 to LW+3 @ Mawan Time:

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

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

In tow thrusters not considered. Min. draft sufficient propeller

immersion.

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

Time: Day LW+1 to LW+3 @ Mawan **Tugs:** 4 if in tow incl. 1 @ POB est.

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

In tow thrusters not considered.

Min. draft sufficient propeller

immersion.

Berthing Guidelines Pending

Location: YOD Yam O floating dock

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

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

(per current info. supplied by HYDRO office)

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

 010
 Berthing
 LOA: Max 183m
 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:

1 @ Mawan est.

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 @

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

Tugs: 1 @ Mawan est.

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

Night: 2 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

Subject to current condition @ Subject to current condition @

Mawan Mawan

Tugs: 1 tug @ MW est., if LOA **Tugs:** 1 tug @ MW est., if LOA >230m

>230m est. from GI to Ma Wan 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 Time: Day

Subject to current condition @ Subject to current condition @

Mawan Mawan

Tugs: 1 @ GI est. to Ma Wan 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:

Tugs:

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 Ma Wan transit and not under tow, one pilot only.