

## **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.

## 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.   | Berth operators will be responsible for monitoring depths at their berths to ensure sufficient depths for vessels using their berths.   |
| 2.   | Location: TSK   | Transit Ma Wan other than passenger & container ship (bulker) | <p>(i) To change the location code and name.</p> <p>(ii) Add new class LOA 230m and extend existing class LOA 275m to 280m with maximum draft increased to 16.8m</p> <p>(iii) To revise tug requirement.</p> | <p>(i) To combine TSK with Urmston Road Anchorage.</p> <p>(ii) To reflect current ship sizes.</p> <p>(iii) To reflect current operational need based on pilot's practical experience.</p> | <p>(i) Same requirements applied to similar operations.</p> <p>(ii) LOA and maximum draft of vessels extended</p> <p>(iii) No tug required for LOA under 153m and draft less than 11m. &amp; escort tug for 183m LOA only required for draft &gt;10m.</p> |
| 3.   | Location: TSK-C | Transit Ma Wan - Passenger & Container ship                   | <p>(i) To change the location code</p> <p>(ii) Delete existing classes of 198m &amp; 300m LOA and add new classes of 230m, 280m and 310m with</p>  | <p>(i) To combine TSK-C with Urmston Road Anchorage</p> <p>(ii) To reflect current ship sizes.</p>  | <p>(i) Same requirements applied to similar operations.</p> <p>(ii) LOA and maximum draft of vessels extended</p>   |

|    |                   |                                 |  |  |  |
|----|-------------------|---------------------------------|--|--|--|
|    |                   |                                 | <p>maximum draft increased to 14.5m.</p> <p>(iii) To revise escort tug requirement.</p>  | <p>(iii) To reflect current operational need based on pilot's practical experience.</p>  | <p>(iii) Escort tug for N bound vessels over 230m LOA (but under 280m) only required at Ma Wan instead of from Kellett Buoy.</p>   |
| 4. | Location: CCEMENT | China Cement Company (TSK)      | <p>(i) Delete existing classes LOA 153m and 198m and add new class LOA 230m.</p> <p>(ii) To revise tug requirement.</p>                      | <p>(i) To reflect current ship sizes.</p> <p>(ii) To reflect current operational need based on pilot's practical experience.</p> | <p>(i) Maximum LOA of vessels extended.</p> <p>(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.</p> |
| 5. | Location: CLPTSK  | China Light Power Station (TSK) | <p>(i) Delete existing classes LOA 153m, 198m, 255m and 275m and add new class LOA 230m and 280m.</p> <p>(ii) To revise tug requirement.</p> | <p>(i) To reflect current ship sizes.</p> <p>(ii) To reflect current operational need based on pilot's practical experience.</p> | <p>(i) Classes of vessels re-defined with maximum LOA increased from 275m to 280m.</p> <p>(ii). No escort tug required for LOA less than 168m and draft under 10m.</p>   |
| 6. | Location: SWSTL   | Shiu Wing steel wharf (TSK)     | <p>(i) Delete class LOA 153m and add new class LOA 183m.</p> <p>(ii) To revise tug requirement.</p>  | <p>(i) To reflect current ship sizes.</p> <p>(ii) To reflect current operational need based on pilot's practical experience.</p> | <p>(i) Classes of vessels re-defined</p> <p>(ii) No escort tug required for LOA less than 168m and draft under 10m.</p>  |
| 7. | Location: TSKA    | TSK anchorage to/from wharf     | To delete.   | Incorporate 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.<br><br>(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.<br><br>(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.<br><br>(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.<br><br>(ii) To extend tidal window for berthing.<br><br>(iii) To revise tug requirement and add remarks for not considering thrusters for substituting tugs. | (i) To reflect current operational need based on pilot’s practical experience.<br><br>(ii) – ‘ -<br><br>(iii) – ‘ -   | (i) Escort tug from GI for inbound vessels only required for LOA of 184m and draft >10m.<br><br>(ii) Berthing window for vessels of 220m and 250m extended by 4 hours.<br><br>(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.  |

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

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

|     |                      |  |  |  |   |
|-----|----------------------|--|--|--|---|
| 16. | Location:<br>FCEMENT | Far East cement wharf<br>(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.<br><br>(ii) To add requirement to have one tug for anchoring vessels of 230m LOA or more. | (i) To reflect current ship sizes.<br><br>(iv) To ensure safe anchoring. | (i) None.<br><br>(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.

**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  
**Draft:** Max. 11m (min 10% UKC)  
**Time:** 24 hrs. D>8.5m & night  
HW+1 to HW+3 @ Mawan.  
**Tugs:** D>10m 1 @ anchorage.  
**Remarks:** Thrusters not considered.

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

020      **N. bound**      LOA: Max 183m  
**Draft:** Max. 11m (min 10% UKC)  
**Time:** 24 hrs. If D>9.5m day light only  
If D>8.5m & night HW+1 to  
HW+3 @ Mawan.  
**Tugs:** D>8.5m & night 1 @ Mawan est.  
D>9.5m 1 @ Mawan est.  
D>10m 1 @ anchorage.  
**Remarks:** Thrusters not considered.

021      **S. bound**      LOA: Max 183m  
**Draft:** Max. 11m (min 10% UKC)  
**Time:** 24 hrs. If D>9.5m day light only  
If D>8.5m & night LW+1 to  
LW+3 @ Mawan.  
**Tugs:** D>8.5m & night 1 @ Mawan est.  
D>9.5m 1 @ Mawan est.  
D>10m 1 @ anchorage.  
**Remarks:** Thrusters not considered.

030      **N. bound**      LOA: Max 198m  
**Draft:** Max. 12.5m (min 10% UKC)  
**Time:** Day HW+1 to HW+3 &  
Day LW-1 to LW+1.5 @ Mawan  
**Tugs:** 1 Mawan est.  
D>10m 1 @ anchorage.  
**Remarks:** 2 pilots. Thrusters not considered.

031      **S. bound**      LOA: Max 198m  
**Draft:** Max. 12.5m (min 10% UKC)  
**Time:** Day LW+1 to LW+3 &  
Day HW-2 to HW @ Mawan  
**Tugs:** 1 Mawan est.  
D>10m 1 @ anchorage.  
**Remarks:** 2 pilots. Thrusters not considered.

040      **N. bound**      LOA: Max 255m  
**Draft:** Max. 14m (min 10% UKC)  
**Time:** Day HW+1 to HW+1.5 @ Mawan  
**Tugs:** 1 @ Mawan est. if L>230m and  
D>10m 1 est. from GI to  
anchorage.  
**Remarks:** 2 pilots. Thrusters not considered.

041      **S. bound**      LOA: Max 255m  
**Draft:** Max. 14m (min 10% UKC)  
**Time:** Day LW+1 to LW+3 @ Mawan  
**Tugs:** 1 @ Mawan est. if L>230m and  
D>10m 1 est. @ POB.  
D>13m 2 est. to anchorage  
**Remarks:** 2 pilots. Thrusters not considered.

050      **N. bound**      LOA: Max 275m  
**Draft:** Max. 16.5m (min 10% UKC)  
**Time:** Day HW+1 @ Mawan  
**Tugs:** 2. 1 @ GI + 1 @ Mawan est. to  
anchorage.  
**Remarks:** 2 pilots. Thrusters not considered.

051      **S. bound**      LOA: Max 275m  
**Draft:** Max. 16.5m (min 10% UKC)  
**Time:** Day LW+1 to LW+3 @ Mawan  
**Tugs:** 2. 1 @ POB + 1 @ Mawan est.  
D<9m 1 POB est. to anchorage.  
D>13m 2 est. to anchorage.  
**Remarks:** 2 pilots. Thrusters not considered.

## 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 : 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 153m  
**Draft:**    Max. 11m (min 10% UKC)  
**Time:**    24 hrs.  
→ **Tugs:**  
**Remarks:**

011    **S. bound**    LOA: Max 153m  
**Draft:**    Max. 11m (min 10% UKC)  
**Time:**    24 hrs.  
**Tugs:**  
**Remarks:** ←

020    **N. bound**    LOA: Max 183m  
**Draft:**    Max. 12m (min 10% UKC)  
**Time:**    24 hrs.  
→ *Draft>10m subject to current condition @ Mawan*  
→ **Tugs:**    1 escort from Mawan if Draft>10m.  
**Remarks:**

021    **S. bound**    LOA: Max 183m  
**Draft:**    Max. 12m (min 10% UKC)  
**Time:**    24 hrs.  
→ *Draft>10m subject to current condition @ Mawan*  
**Tugs:**    1 escort from Mawan if Draft>10m.  
**Remarks:** ←

030    **N. bound**    LOA: Max 198m  
**Draft:**    Max. 12.5m (min 10% UKC)  
→ **Time:**    Subject to current condition @ Mawan  
**Tugs:**    1 escort from Ma Wan for Ma Wan Transit.

031    **S. bound**    LOA: Max 198m  
**Draft:**    Max. 12.5m (min 10% UKC)  
→ **Time:**    Subject to current condition @ Mawan  
**Tugs:**    1 escort from Ma Wan for Ma Wan Transit.

→ **Remarks:**    To URMA: +1 @ URMA if Draft>10m.  
Day: 1 pilot  
Night: 2 pilots

→ **Remarks:**    From URMA: +1 @ URMA if Draft>10m.  
Day: 1 pilot  
Night: 2 pilots ←

→ 040    **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 from Ma Wan for Ma Wan Transit.  
To URMA: +1 @ URMA if Draft>10m.  
**Remarks:**    2 pilots.

041    **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 from Ma Wan for Ma Wan 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 : 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  
**Draft:** Max. 14m (min 10% UKC)  
**Time:** Day light only  
Subject to current condition @ Mawan and a minimum of 1.2m tidal height for Draft>12.5m  
**Tugs:** 1 escort @ Ma Wan for Ma Wan Transit; from GI if Draft>10m.  
To URMA: 1 escort @ Ma Wan for Ma Wan Transit + 1 @ URMA; 1 escort from GI through to URMA if Draft>10m.

**Remarks:** 2 pilots.

← 051 **S. bound** LOA: Max 255m  
**Draft:** Max. 14m (min 10% UKC)  
**Time:** Day light only  
Subject to current condition @ Mawan and a minimum of 1.2m tidal height for Draft>12.5m  
**Tugs:** 1 escort @ Ma Wan for Ma Wan Transit.  
From URMA: 1 escort @ Ma Wan for Ma Wan Transit; from URMA if Draft>10m.

**Remarks:** 2 pilots.

→ 060 **N. bound** LOA: Max 280m  
→ **Draft:** Max. 16.8m (min 10% UKC)  
→ **Time:** Day light only  
Subject to current condition @ Mawan and a minimum of 1.2m tidal height for Draft>12.5m  
**Tugs:** 1 escort from GI until clear Ma Wan Transit; +1 @ Ma Wan if Draft>14m.  
  
To URMA: 1 escort from GI to URMA; +1 from Ma Wan to URMA if Draft>14m.

**Remarks:** 2 pilots.

← 061 **S. bound** LOA: Max 280m  
← **Draft:** Max. 16.8m (min 10% UKC)  
← **Time:** Day light only  
← Subject to current condition @ Mawan and a minimum of 1.2m tidal height for Draft>12.5m  
**Tugs:** 1 escort @ Ma Wan for Ma Wan Transit; 2 if Draft>14m.  
  
From URMA:  
1 escort from URMA until clear Ma Wan Transit; +1 @ Ma Wan if Draft>14m.

**Remarks:** 2 pilots.

→ **General Remarks:** Thrusters not considered.

Location : TSK-C

**Transit Mawan passenger & container ship**

010     **N. bound**     LOA: Max 153 m  
**Draft:**   Max. 9.5m (min 10% UKC)  
**Time:**     24 hrs.  
**Tugs:**  
**Remarks:**

011     **S. bound**     LOA: Max 153m  
**Draft:**   Max. 9.5m (min 10% UKC)  
**Time:**     24 hrs.  
**Tugs:**  
**Remarks:**

020     **N. bound**     LOA: Max 183m  
**Draft:**   Max. 11m (min 10% UKC)  
**Time:**     24 hrs. D>9.5m & night  
             HW+1 to HW+3 @ Mawan  
             LW-2 to LW+1 @ Mawan  
**Tugs:**  
**Remarks:**

021     **S. bound**     LOA: Max 183m  
**Draft:**   Max. 11m (min 10% UKC)  
**Time:**     24 hrs. D>9.5m & night  
             LW+1 to LW+3 @ Mawan  
             HW-3 to HW @ Mawan  
**Tugs:**  
**Remarks:**

030     **N. bound**     LOA: Max 198m  
**Draft:**   Max. 12.5m (min 10% UKC)  
**Time:**     D&N HW to HW+3 &  
             D&N LW-2 to LW+1 @ Mawan  
**Tugs:**  
**Remarks:** 2 pilots.

031     **S. bound**     LOA: Max 198m  
**Draft:**   Max. 12.5m (min 10% UKC)  
**Time:**     D&N LW to LW+4 &  
             D&N HW-3 to HW @ Mawan  
**Tugs:**  
**Remarks:** 2 pilots.

040     **N. bound**     LOA: Max 250m  
**Draft:**   Max. 12.5m (min 10% UKC)  
**Time:**     D&N HW to HW+3 &  
             D&N LW-2 to LW @ Mawan  
**Tugs:**     If L =or>230m 1 @ KB est.  
**Remarks:** 2 pilots.  
             Thrusters not considered.  
             KB = Kellett buoy.

041     **S. bound**     LOA: Max 250m  
**Draft:**   Max. 12.5m (min 10% UKC)  
**Time:**     D&N LW to LW+3 &  
             D&N HW-2 to HW @ Mawan  
**Tugs:**     If L =or>230m 1 @ Mawan est.  
**Remarks:** 2 pilots.  
             Thrusters not considered.

050     **N. bound**     LOA: Max 300m  
**Draft:**   Max. 13.8m (min 10% UKC)  
**Time:**     D&N HW to HW+2 &  
             D&N LW-1 to LW @ Mawan  
**Tugs:**     1 @ KB est.  
**Remarks:** 2 pilots.  
             Thrusters not considered.  
             KB = Kellett buoy.

051     **S. bound**     LOA: Max 300m  
**Draft:**   Max. 13.8m (min 10% UKC)  
**Time:**     D&N LW+1 to LW+3 &  
             D&N HW-2 to HW @ Mawan  
**Tugs:**     1 @ Mawan est.  
**Remarks:** 2 pilots.  
             Thrusters not considered.

## 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.)*

010 **N. bound** LOA: Max 183 m  
**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 @ Ma Wan for Ma Wan 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 @ Ma Wan for Ma Wan 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 until clear Ma Wan 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 @ Ma Wan for Ma Wan Transit.

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

**Remarks:** 2 pilots.

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

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

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

|   |                 |   |               |                 |  |               |   |
|---|-----------------|---|---------------|-----------------|--|---------------|---|
| → | <b>050</b>      | <b>N. bound</b>   | LOA: Max 310m | <b>051</b>      | <b>S. bound</b>  | LOA: Max 310m | ← |
| → | <b>Draft:</b>   | Max. 14.5m (min. 10% UKC)   |               | <b>Draft:</b>   | Max. 14.5m (min. 10% UKC)  |               | ← |
| → | <b>Time:</b>    | Subject to current condition @ Mawan  |               | <b>Time:</b>    | Subject to current condition @ Mawan                                   |               | ← |
|   | <b>Tugs:</b>    | 1 escort from Kellett buoy until clear Ma Wan Transit.  |               | <b>Tugs:</b>    | 1 escort @ Ma Wan for 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). |               |                 | From URMA: +1 @ URMA (tug @ URMA exempted for vessels with thrusters). |               |   |
|   | <b>Remarks:</b> | 2 pilots.   |               | <b>Remarks:</b> | 2 pilots.  |               |   |

Location : CCEMENT

China Cement Company (TSK)

010     **Berthing**     LOA: Max 153m  
**Draft:** Max. 8.5m (min 10% UKC)  
**Time:** Day light only  
**Tugs:** 2  
**Remarks:** Stem to tide for berthing.  
Berth for one ship only.

011     **Unberthing**     LOA: Max 153m  
**Draft:** Max. 8.5m (min 10% UKC)  
**Time:** Day light only  
**Tugs:** 2  
**Remarks:**

020     **Berthing**     LOA: Max 168m  
**Draft:** Max. 9.5m (min 10% UKC)  
**Time:** Day light only  
**Tugs:** 2. If D>9.5m 3 incl. 1 Mawan est.  
**Remarks:** Stem to tide for berthing.

021     **Unberthing**     LOA: Max 168m  
**Draft:** Max. 9.5m (min 10% UKC)  
**Time:** Day light only  
**Tugs:** 2. If D>9.5m 1 Mawan est.  
**Remarks:**

030     **Berthing**     LOA: Max 198m  
**Draft:** Max. 12.5m (min 10% UKC)  
**Time:** Day HW+1 to HW+3 &  
Day LW-1 to LW+1.5 @ Mawan  
**Tugs:** 3 incl. 1 Mawan est.  
**Remarks:** 2 pilots.  
Stem to tide for berthing.

031     **Unberthing**     LOA: Max 198m  
**Draft:** Max. 12.5m (min 10% UKC)  
**Time:** Day LW+1 to LW+3 &  
Day HW-2 to HW @ Ma Wan  
**Tugs:** 2 incl. 1 Mawan est.  
**Remarks:** 2 pilots.

040     **Berthing**     LOA: Max 240m  
**Draft:** Max. 14m (min 10% UKC)  
**Time:** Day HW+1 to HW+1.5 @ Mawan  
**Tugs:** 4 incl. 1 GI + 1 Mawan est.  
**Remarks:** 2 pilots.  
Starboard side to.

041     **Unberthing**     LOA: Max 240m  
**Draft:** Max. 14m (min 10% UKC)  
**Time:** Day LW+1 to LW+3 @ Mawan  
**Tugs:** 3 incl 1 est. to Mawan.  
D>13m 2 est. to anchorage.  
**Remarks:** 2 pilots.

## Berthing Guidelines

Pending

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  
**Draft:** Max. 10m (min 10% UKC)  
**Time:** Day light only  
 → **Tugs:** 2.  
**Remarks:** Stem to tide for berthing.

011 **Unberthing** LOA: Max 168m  
**Draft:** Max. 10m (min 10% UKC)  
**Time:** Day light only  
**Tugs:** 2. ←  
**Remarks:**

→ 020 **Berthing** LOA: Max 183m  
**Draft:** Max. 12m (min 10% UKC)  
**Time:** Day light only  
 Draft>10m Day HW+1 to HW+3 &  
 Day LW-1 to LW+1.5 @ Mawan  
**Tugs:** 2. 1 escort @ Ma Wan if  
 Draft>10m.  
**Remarks:** 2 pilots. Stem to tide for berthing.  
 Draft>10m Starboard side to.

021 **Unberthing** LOA: Max 183m ←  
**Draft:** Max. 12m (min 10% UKC)  
**Time:** Day light only  
 Draft>10m subject to current  
 condition @ Mawan Day only  
**Tugs:** 2. 1 escort @ Ma Wan if  
 Draft>10m.  
**Remarks:** 2 pilots.

→ 030 **Berthing** LOA: Max 230m  
**Draft:** Max. 14m (min 10% UKC)  
**Time:** Day HW+1 to HW+3 @ Mawan  
**Tugs:** 3 incl. 1 @ Mawan est.  
 From URMA: 3 incl. 1 escort  
 from URMA to berth  
**Remarks:** 2 pilots.  
 Starboard side to.

031 **Unberthing** LOA: Max 230m ←  
**Draft:** Max. 14m (min 10% UKC)  
**Time:** Day light only  
 Draft>10m subject to current  
 condition @ Mawan Day only ←  
**Tugs:** 2 incl. 1 @ Mawan est.  
 To URMA: 2 incl. 1 escort from  
 berth to URMA  
**Remarks:** 2 pilots.

040 **Berthing** LOA: Max 240m  
**Draft:** Max. 14m (min 10% UKC)  
**Time:** Day HW+1 to HW+1.5 @ Mawan  
**Tugs:** 4 incl. 1 escort from GI + 1 @ Ma  
 Wan.  
 If Draft 12m, 3 incl. 1 escort from  
 GI + 1 @ Ma Wan to berth  
 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.

041 **Unberthing** LOA: Max 240m  
**Draft:** Max. 14m (min 10% UKC)  
**Time:** Day HW to HW+2 &  
 Day LW+1 to LW+3 @ Mawan  
 Draft 12.5m subject to current  
 condition @ Mawan. Day only ←  
**Tugs:** 2 incl. 1 escort @ Mawan. ←  
 To URMA: 2 incl. 1 escort from  
 berth to URMA.  
**Remarks:** 2 pilots.

Location : CLPTSK

**China light power station (TSK)**

010      **Berthing**      LOA: Max 153m  
**Draft:**    Max. 8.5 (min 10% UKC)  
**Time:**    Day light only  
**Tugs:**     2  
**Remarks:** Stem to tide for berthing.

011      **Unberthing**      LOA: Max 153m  
**Draft:**    Max. 8.5m (min 10% UKC)  
**Time:**    Day light only  
**Tugs:**     2  
**Remarks:**

020      **Berthing**      LOA: Max 168m  
**Draft:**    Max. 9.5m (min 10% UKC)  
**Time:**    Day light only  
**Tugs:**     2. If D>9.5m 3 incl.1 Mawan est.  
**Remarks:** Stem to tide for berthing.

021      **Unberthing**      LOA: Max 168m  
**Draft:**    Max. 9.5m (min 10% UKC)  
**Time:**    Day light only  
**Tugs:**     2. If D>9.5m 1 Mawan est.  
**Remarks:**

030      **Berthing**      LOA: Max 198m  
**Draft:**    Max. 12.5m (min 10% UKC)  
**Time:**    Day HW+1 to HW+3 &  
             Day LW-1 to LW+1.5 @ Mawan  
**Tugs:**     3 incl. 1 Mawan est.  
**Remarks:** 2 pilots.  
             Stem to tide for berthing.

031      **Unberthing**      LOA: Max 198m  
**Draft:**    Max. 12.5m (min 10% UKC)  
**Time:**    Day LW+1 to LW+3 &  
             Day HW-2 to HW @ Mawan  
**Tugs:**     2 incl. 1 Mawan est.  
**Remarks:** 2 pilots.

040      **Berthing**      LOA: Max 255m  
**Draft:**    Max. 14m (min 10% UKC)  
**Time:**    Day HW+1 to HW+1.5 @ Mawan  
**Tugs:**     4 incl. 1 GI + 1 Mawan est.

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

041      **Unberthing**      LOA: Max 255m  
**Draft:**    Max. 14m (min 10% UKC)  
**Time:**    Day LW+1 to LW+3 @ Mawan  
**Tugs:**     3 incl. 1 est. to Mawan.  
             If D>13m 2 est to anchorage.

**Remarks:** 2 pilots.

050      **Berthing**      LOA: Max 275m  
**Draft:**    Max. 16.8m (min 10% UKC)  
**Time:**    Day HW+1 @ Mawan  
**Tugs:**     4 tugs minimum 3000 HP each  
             incl. 1 GI + 1 Mawan est.  
**Remarks:** 2 pilots. Starboard side to.  
             1<sup>st</sup> Jun – 15<sup>th</sup> Oct day HW+0.5  
             @ Mawan.

051      **Unberthing**      LOA: Max 275m  
**Draft:**    Max. 16.8m (min 10% UKC)  
**Time:**    Day LW+1 to LW+3 @ Mawan  
**Tugs:**     3 incl. 1 est. to Mawan.  
             If D>13m 2 est. to anchorage.  
**Remarks:** 2 pilots.

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 **Berthing** LOA: Max 168m  
**Draft:** Max. 10m (min 10% UKC)  
**Time:** Day light only  
**Tugs:** 2.  
**Remarks:** Stem to tide for berthing.

011 **Unberthing** LOA: Max 168m  
**Draft:** Max. 10m (min 10% UKC)  
**Time:** Day light only  
**Tugs:** 2.  
**Remarks:**

→ 020 **Berthing** LOA: Max 183m  
**Draft:** Max. 12m (min 10% UKC)  
**Time:** Day light only  
 Draft>10m Day HW+1 to HW+3 &  
 Day LW-1 to LW+1.5 @ Mawan  
**Tugs:** 2. 1 escort @ Ma Wan if  
 Draft>10m.  
**Remarks:** 2 pilots.  
 Stem to tide for berthing.

← 021 **Unberthing** LOA: Max 183m  
**Draft:** Max. 12m (min 10% UKC)  
**Time:** Day light only  
 Draft>10m subject to current  
 condition @ Mawan Day only ←  
**Tugs:** 2. 1 escort @ Ma Wan if  
 Draft>10m.  
**Remarks:** 2 pilots.

→ 030 **Berthing** LOA: Max 230m  
**Draft:** Max. 14m (min 10% UKC)  
**Time:** Day light only  
 Day HW+1 to HW+3 @ Mawan  
**Tugs:** 3 incl. 1 @ Mawan est.  
 From URMA: 3 incl. 1 escort  
 from URMA to berth  
**Remarks:** 2 pilots.  
 Starboard side to.

← 031 **Unberthing** LOA: Max 230m  
**Draft:** Max. 14m (min 10% UKC)  
**Time:** Day light only  
 Draft>10m subject to current  
 condition @ Mawan Day only ←  
**Tugs:** 2 incl. 1 @ Mawan est.  
 To URMA: 2 incl. 1 escort from  
 berth to URMA  
**Remarks:** 2 pilots.

→ 040 **Berthing** LOA: Max 280m  
**Draft:** Max. 16.8m (min 10% UKC)  
**Time:** Day HW+1 @ Mawan  
 1<sup>st</sup> Jun – 15<sup>th</sup> Oct day HW+0.5 @  
 Mawan.  
**Tugs:** 4 tugs minimum 3000hp each incl.  
 1 escort from GI + 1 @ Ma Wan.  
 From URMA: 4 tugs minimum  
 3000hp each incl. 1 escort from  
 URMA to berth  
**Remarks:** 2 pilots. Starboard side to.

← 041 **Unberthing** LOA: Max 280m  
**Draft:** Max. 16.8m (min 10% UKC)  
**Time:** Day HW to HW+2 &  
 Day LW+1 to LW+3 @ Mawan  
 Draft 12.5m subject to current  
 condition @ Mawan. Day light  
 only ←  
**Tugs:** 2 incl. 1 escort @ Ma Wan.  
 To URMA: 2 incl. 1 escort from  
 berth to URMA. 2 escort from  
 berth to URMA if Draft>14m.  
**Remarks:** 2 pilots.

Location : SWSTL

Shiu Wing steel wharf (TSK)

010     **Berthing**     LOA: Max 153m  
**Draft:**   Max. 8.5m (min 10% UKC)  
**Time:**    Day light only  
**Tugs:**     2  
**Remarks:** Stem to tide for berthing.  
                  Berth for one ship only.

011     **Unberthing**   LOA: Max 153m  
**Draft:**   Max. 8.5m (min 10% UKC)  
**Time:**    Day light only  
**Tugs:**     2  
**Remarks:**

020     **Berthing**     LOA: Max 168m  
**Draft:**   Max. 9.5m (min 10% UKC)  
**Time:**    Day light only  
**Tugs:**     2. If D>9.5m 3 incl. 1 Mawan est.  
**Remarks:** Stem to tide for berthing.

021     **Unberthing**   LOA: Max 168m  
**Draft:**   Max. 9.5m (min 10% UKC)  
**Time:**    Day light only  
**Tugs:**     2. If D>9.5m 1 Mawan est.  
**Remarks:**

030     **Berthing**     LOA: Max 200m  
**Draft:**   Max. 11.5m (min 10% UKC)  
**Time:**    Day HW+1 to HW+3 &  
                  Day LW-1 to LW+1.5 @ Mawan  
**Tugs:**     3 incl. 1 Mawan est. if L>183m or  
                  D>9.5m

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

031     **Unberthing**   LOA: Max 200m  
**Draft:**   Max. 11.5m (min 10% UKC)  
**Time:**    Day LW+1 to LW+3 &  
                  Day HW-2 to HW @ Mawan  
**Tugs:**     2 incl. 1 Mawan est. if L>183m  
                  or D>9.5m  
                  If D>10m 1 @ WA

**Remarks:** 2 pilots.

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  
**Draft:** Max. 10m (min 10% UKC)  
**Time:** Day light only  
**Tugs:** 2.  
**Remarks:** Stem to tide for berthing.

011 **Unberthing** LOA: Max 168m  
**Draft:** Max. 10m (min 10% UKC)  
**Time:** Day light only  
**Tugs:** 2.  
**Remarks:**

→ 020 **Berthing** LOA: Max 183m  
**Draft:** Max. 11.5m (min 10% UKC)  
**Time:** Day light only  
 Draft>10m Day HW+1 to HW+3  
 & Day LW-1 to LW+1.5 @  
 Mawan  
**Tugs:** 2. 1 escort @ Ma Wan if  
 Draft>10m.  
**Remarks:** 2 pilots.  
 Stem to tide for berthing.

021 **Unberthing** LOA: Max 183m  
**Draft:** Max. 11.5m (min 10% UKC)  
**Time:** Day light only  
 Draft>10m subject to current  
 condition @ Mawan Day only  
**Tugs:** 2. 1 escort @ Ma Wan if  
 Draft>10m.  
**Remarks:** 2 pilots.

030 **Berthing** LOA: Max 200m  
**Draft:** Max. 11.5m (min 10% UKC)  
**Time:** Day HW+1 to HW+3 &  
 Day LW-1 to LW+1.5 @ Mawan  
**Tugs:** 3 incl. 1 @ Mawan est.

**Remarks:** 2 pilots.  
 Stem to tide for berthing.  
 From URMA: 3 incl. 1 escort  
 from URMA to berth

031 **Unberthing** LOA: Max 200m  
**Draft:** Max. 11.5m (min 10% UKC)  
**Time:** Subject to current condition @  
 Mawan Day only  
**Tugs:** 2 incl. 1 @ Mawan est.

**Remarks:** 2 pilots.  
 To URMA: 2 incl. 1 escort from  
 berth to URMA

## Berthing Guidelines

July 1999

Location : TSKA

**TSK anchorage to/from wharf**

010      **To anchorage**    LOA: Max 230m  
**Draft:**    Max. 10m (min 10% UKC)  
**Time:**    Day light only (anchor off wharf)  
**Tugs:**    D>10m 1 @ anchorage

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

020      **To anchorage**    LOA: Max 255m  
**Draft:**    Max. 14m (min 10% UKC)  
**Time:**    Day light only (anchor off wharf)  
**Tugs:**    1 est. to anchorage. 3 @ berth  
**Remarks:** 2 pilots.

030      **To anchorage**    LOA: Max 272m  
**Draft:**    Max. 15m (min 10% UKC)  
**Time:**    Day light only (anchor off wharf)  
**Tugs:**    2 est. to anchorage. 3 @ berth  
**Remarks:** 2 pilots.

040      **To anchorage**    LOA: Max 275m  
**Draft:**    Max. 16.5m (min 10% UKC)  
**Time:**    Day light only (anchor off wharf)  
**Tugs:**    2 est. to anchorage. 4 @ berth  
**Remarks:** 2 pilots.

011      **From anchorage**    LOA: Max 230m  
**Draft:**    Max. 10m (min 10% UKC)  
**Time:**    Day light only  
**Tugs:**    D>10m 1 @ anchorage.  
             2 @ berth if L<168m & D<9.5m.  
             3 @ berth if L<198m.  
             4 @ berth if L>198m.

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

021      **From anchorage**    LOA: Max 255m  
**Draft:**    Max. 14m (min 10% UKC)  
**Time:**    Day slack water  
**Tugs:**    2 @ anchorage. 4 @ berth  
**Remarks:** 2 pilots.

031      **From anchorage**    LOA: Max 272m  
**Draft:**    Max. 15m (min 10% UKC)  
**Time:**    Day LW+2 to LW+3 Port Side to.  
             Day HW+2 Stbd. Side to. @ berth.  
**Tugs:**    2 @ anchorage. 4 @ berth  
**Remarks:** 2 pilots.  
             Time may vary with seasons.

041      **From anchorage**    LOA: Max 275m  
**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 @ anchorage. 4 @ berth  
**Remarks:** 2 pilots.  
             Time may vary with seasons.

Location : KC6-7/O-F

**Kwai Chung berth 6-7 outer-foul**

010      **Berthing**      LOA: Max 250m  
**Draft:**    Max. 12.2m + tide – 10%UKC  
**Time:**     24 hrs.  
**Tugs:**      2  
**Remarks:**

011      **Unberthing**      LOA: Max 250m  
**Draft:**    Max. 12.2m + tide – 10%UKC  
**Time:**     24 hrs.  
**Tugs:**      2  
**Remarks:**

020      **Berthing**      LOA: Max 290m  
**Draft:**    Max. 12.2m + tide – 10%UKC  
**Time:**     24 hrs.  
**Tugs:**      3  
**Remarks:** No stern in.  
                 Full length of opposite berth must  
                 be clear.

021      **Unberthing**      LOA: Max 290m  
**Draft:**    Max. 12.2m + tide – 10%UKC  
**Time:**     24 hrs.  
**Tugs:**      2  
**Remarks:**

**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  
**Draft:**   Max. 12.2m + tide – 10% UKC  
**Time:**    24 hrs.  
**Tugs:**     2

→ **Remarks: Thrusters not considered**

011     **Unberthing**   LOA: Max 250m  
**Draft:**   Max. 12.2m + tide – 10% UKC  
**Time:**    24 hrs.  
**Tugs:**     2

**Remarks: Thrusters not considered** ←

020     **Berthing**     LOA: Max 290m  
**Draft:**   Max. 12.2m + tide – 10% UKC  
**Time:**    24 hrs.  
**Tugs:**     3

**Remarks:** No stern in.  
Full length of opposite berth must  
be clear.

021     **Unberthing**   LOA: Max 290m  
**Draft:**   Max. 12.2m + tide – 10% UKC  
**Time:**    24 hrs.  
**Tugs:**     2

**Remarks: Thrusters not considered** ←

### 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.

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 ≤ 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.  
6) **LOA ≥198m or Draft ≥ 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  
**Draft:**    Max. 8m (min 10% UKC)  
**Time:**     24 hrs.  
**Tugs:**     2 (grade II)  
**Remarks:** Port side to.

011      **Unberthing**   LOA: Max 120m  
**Draft:**    Max. 8m (min 10% UKC)  
**Time:**     24 hrs.  
**Tugs:**     2 (grade II)  
**Remarks:**

020      **Berthing**    LOA: Max 150m  
**Draft:**    Max. 10m (min 10% UKC)  
**Time:**     24 hrs.  
**Tugs:**     2  
**Remarks:** Port side to.

021      **Unberthing**   LOA: Max 150m  
**Draft:**    Max. 10m (min 10% UKC)  
**Time:**     24 hrs.  
**Tugs:**     2  
**Remarks:**

030      **Berthing**    LOA: Max 180m  
**Draft:**    Max. 12m (min 10% UKC)  
**Time:**     24 hrs.  
**Tugs:**     2. If D>10m 1 GI est.  
**Remarks:** Port side to.

031      **Unberthing**   LOA: Max 180m  
**Draft:**    Max. 12m (min 10% UKC)  
**Time:**     24 hrs.  
**Tugs:**     2  
**Remarks:**

040      **Berthing**    LOA: Max 220m  
**Draft:**    Max. 13m (min 10% UKC)  
**Time:**     D&N HW. If D<10m 24hrs.  
**Tugs:**     3 incl. 1 GI est.  
**Remarks:** Day 1 pilot, night 2 pilots.  
Port side to.

041      **Unberthing**   LOA: Max 220m  
**Draft:**    Max. 13m (min 10% UKC)  
**Time:**     24 hrs.  
**Tugs:**     2  
**Remarks:**

050      **Berthing**    LOA: Max 250m  
**Draft:**    Max. 14m (min 10% UKC)  
**Time:**     D&N HW.  
**Tugs:**     4 incl. 1 GI est.  
**Remarks:** 2 pilots.  
Port side to.

051      **Unberthing**   LOA: Max 250m  
**Draft:**    Max. 14m (min 10% UKC)  
**Time:**     24 hrs.  
**Tugs:**     3  
**Remarks:**

## Berthing Guidelines

Pending

Location : CRC-A

China Resources T/Y main berth (A)

010      **Berthing**      LOA: Max 120m  
**Draft:**      Max. 8m (min 10% UKC)  
**Time:**      24 hrs.  
**Tugs:**      2 (grade II)  
**Remarks:** Port side to.

011      **Unberthing**      LOA: Max 120m  
**Draft:**      Max. 8m (min 10% UKC)  
**Time:**      24 hrs.  
**Tugs:**      2 (grade II)  
**Remarks:**

020      **Berthing**      LOA: Max 150m  
**Draft:**      Max. 10m (min 10% UKC)  
**Time:**      24 hrs.  
**Tugs:**      2  
**Remarks:** Port side to.

021      **Unberthing**      LOA: Max 150m  
**Draft:**      Max. 10m (min 10% UKC)  
**Time:**      24 hrs.  
**Tugs:**      2  
**Remarks:**

→ 030      **Berthing**      **LOA: Max 184m**  
**Draft:**      Max. 12m (min 10% UKC)  
**Time:**      24 hrs.  
**Tugs:**      2. If Draft>10m 1 GI est.  
**Remarks:** Port side to.

031      **Unberthing**      **LOA: Max 184m** ←  
**Draft:**      Max. 12m (min 10% UKC)  
**Time:**      24 hrs.  
**Tugs:**      2  
**Remarks:**

→ 040      **Berthing**      LOA: Max 220m  
**Draft:**      Max. 13m (min 10% UKC)  
**Time:**      **Draft 10m 24hrs.**  
**Time:**      **Draft>10m, D&N HW-1 to**  
**Time:**      **HW+1, D&N LW to LW+1**  
**Tugs:**      3 incl. 1 GI est.  
**Remarks:** Day 1 pilot, Night 2 pilots.  
**Remarks:** **Berthing at LW to LW+1 : 2**  
**Remarks:** **pilots.**  
Port side to.

041      **Unberthing**      LOA: Max 220m  
**Draft:**      Max. 13m (min 10% UKC)  
**Time:**      24 hrs.  
**Tugs:**      2  
**Remarks:**

→ 050      **Berthing**      LOA: Max 250m  
**Draft:**      Max. 14m (min 10% UKC)  
**Time:**      **D&N HW-1 to HW+1**  
**Time:**      **D&N LW to LW+1**  
**Tugs:**      4 incl. 1 GI est.  
**Tugs:**      **If Draft<13m 3 incl. 1 GI est.**  
**Remarks:** 2 pilots.  
Port side to.

051      **Unberthing**      LOA: Max 250m  
**Draft:**      Max. 14m (min 10% UKC)  
**Time:**      24 hrs.  
**Tugs:**      2 ←  
**Remarks:**

→ **General Remarks: Thrusters not considered for berthing/unberthing**

Location : CTX

Caltex T/Y main berth

010      **Berthing**    LOA: Max 120m  
**Draft:**    Max. 8m (min 10% UKC)  
**Time:**     D&N HW-1 to HW+2 &  
               D&N LW to LW+3  
**Tugs:**     2 (grade II)  
**Remarks:** Starboard side to.

011      **Unberthing**   LOA: Max 120m  
**Draft:**    Max. 8m (min 10% UKC)  
**Time:**     24 hrs.  
**Tugs:**     2 (grade II)  
**Remarks:**

020      **Berthing**    LOA: Max 150m  
**Draft:**    Max. 10m (min 10% UKC)  
**Time:**     D&N HW-1 to HW+1 &  
               D&N LW to LW+2  
**Tugs:**     2  
**Remarks:** Starboard side to.

021      **Unberthing**   LOA: Max 150m  
**Draft:**    Max. 10m (min 10% UKC)  
**Time:**     24 hrs.  
**Tugs:**     2  
**Remarks:**

030      **Berthing**    LOA: Max 180m  
**Draft:**    Max. 12m (min 10% UKC)  
**Time:**     D&N HW  
**Tugs:**     2. If D>10m 1 GI est.  
**Remarks:** Starboard side to.

031      **Unberthing**   LOA: Max 180m  
**Draft:**    Max. 12m (min 10% UKC)  
**Time:**     24 hrs.  
**Tugs:**     2  
**Remarks:**

040      **Berthing**    LOA: Max 220m  
**Draft:**    Max. 12.6m (min 10% UKC)  
**Time:**     D&N HW  
**Tugs:**     3 incl. 1 GI est.  
**Remarks:** Day 1 pilot, night 2 pilots.  
               Starboard side to.

041      **Unberthing**   LOA: Max 220m  
**Draft:**    Max. 12.6m (min 10% UKC)  
**Time:**     24 hrs.  
**Tugs:**     2  
**Remarks:**

050      **Berthing**    LOA: Max 235m  
**Draft:**    Max. 12.6m (min 10% UKC)  
**Time:**     D&N HW  
**Tugs:**     4 incl. 1 GI est.  
**Remarks:** 2 pilots.  
               Starboard side to.

051      **Unberthing**   LOA: Max 235m  
**Draft:**    Max. 12.6m (min 10% UKC)  
**Time:**     D&N HW-1 to HW+2 &  
               D&N LW-2 to LW+1  
**Tugs:**     3  
**Remarks:**

## Berthing Guidelines

Pending

Location : CTX

**Caltex T/Y main berth**

010      **Berthing**    LOA: Max 120m  
**Draft:**    Max. 8m (min 10% UKC)  
**Time:**     D&N HW-1 to HW+2 &  
                  D&N LW to LW+3  
**Tugs:**     2 (grade II)  
**Remarks:** Starboard side to.

011      **Unberthing**    LOA: Max 120m  
**Draft:**    Max. 8m (min 10% UKC)  
**Time:**     24 hrs.  
**Tugs:**     2 (grade II)  
**Remarks:**

020      **Berthing**    LOA: Max 150m  
**Draft:**    Max. 10m (min 10% UKC)  
**Time:**     D&N HW-1 to HW+2 &  
                  D&N LW+1 to LW+2  
**Tugs:**     2  
**Remarks:** Starboard side to.

021      **Unberthing**    LOA: Max 150m  
**Draft:**    Max. 10m (min 10% UKC)  
**Time:**     24 hrs.  
**Tugs:**     2  
**Remarks:**

→ 030      **Berthing**    LOA: Max 184m  
**Draft:**    Max. 12m (min 10% UKC)  
→ **Time:**     D&N HW to HW+1 &  
                  D&N LW+2  
**Tugs:**     2. If Draft>10m 1 GI est.  
**Remarks:** Starboard side to.

031      **Unberthing**    LOA: Max 184m ←  
**Draft:**    Max. 12m (min 10% UKC)  
**Time:**     24 hrs.  
**Tugs:**     2  
**Remarks:**

→ 040      **Berthing**    LOA: Max 220m  
**Draft:**    Max. 12.6m (min 10% UKC)  
→ **Time:**     D&N HW to HW+1 &  
                  D&N LW+2  
**Tugs:**     3 incl. 1 GI est.  
**Remarks:** Day 1 pilot, Night 2 pilots.  
                  Berthing at LW+2 : 2 pilots.  
                  Starboard side to.

041      **Unberthing**    LOA: Max 220m  
**Draft:**    Max. 12.6m (min 10% UKC)  
**Time:**     24 hrs.  
**Tugs:**     2  
**Remarks:**

→ 050      **Berthing**    LOA: Max 235m  
**Draft:**    Max. 12.6m (min 10% UKC)  
**Time:**     D&N HW to HW+1 &  
                  D&N LW+2  
→ **Tugs:**     3 incl. 1 GI est.  
**Remarks:** 2 pilots.  
                  Starboard side to.

051      **Unberthing**    LOA: Max 235m  
**Draft:**    Max. 12.6m (min 10% UKC)  
**Time:**     D&N HW-1 to HW+2 &  
                  D&N LW to LW+2  
**Tugs:**     2 ←  
**Remarks:**

→ **General Remarks:** Thrusters not considered for berthing/unberthing

Location : CTX-LPG

Caltex T/Y LPG berth

010      **Berthing**    LOA: Max 80m  
**Draft:**    Max. 6.5m (min 10% UKC)  
**Time:**    D&N LW to LW+3  
**Tugs:**    1 (grade II)  
**Remarks:** Starboard side to.  
Bow not to pass 6.5m sign  
board.

011      **Unberthing**   LOA: Max 80m  
**Draft:**    Max. 6.5m (min 10% UKC)  
**Time:**    D&N LW to HW  
**Tugs:**    1 (grade II)  
**Remarks:**

020      **Berthing**    LOA: Max 114m  
**Draft:**    Max. 6.5m (min 10% UKC)  
**Time:**    Day LW to LW+2  
**Tugs:**    2 (grade II)  
**Remarks:** Starboard side to.  
Bow not to pass 6.5m sign  
board.  
Not to be replaced by 1 (grade  
I) tug.

021      **Unberthing**   LOA: Max 114m  
**Draft:**    Max. 6.5m (min 10% UKC)  
**Time:**    Day LW to HW  
**Tugs:**    2 (grade II)  
**Remarks:** 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  
**Draft:**      Max. 6.5m (min 10% UKC)  
**Time:**      D&N LW to LW+3  
**Tugs:**      1 (grade II)

**Remarks:** Starboard side to.  
 Bow not to pass 6.5m sign board.

011      **Unberthing**      LOA: Max 80m  
**Draft:**      Max. 6.5m (min 10% UKC)  
**Time:**      24 hrs.  
**Tugs:**      1 (grade II) tug for unberthing on flood tide. 2 (grade II) tugs on ebb tide.

**Remarks:**

020      **Berthing**      LOA: Max 114m  
**Draft:**      Max. 6.5m (min 10% UKC)  
**Time:**      Day LW to LW+2  
**Tugs:**      2 (grade II) tug and which shall not be replaced by 1 (grade I) tug.

**Remarks:** Starboard side to.  
 Bow not to pass 6.5m sign board.

021      **Unberthing**      LOA: Max 114m  
**Draft:**      Max. 6.5m (min 10% UKC)  
**Time:**      24 hrs.  
**Tugs:**      2 (grade II) tugs for unberthing on flood tide. 2 (grade I) tugs on ebb tide.

**Remarks:**

→ **General Remarks:** Thrusters not considered for berthing/unberthing

Location : ESSO

**Esso oil terminal main berth**

010      **Berthing**    LOA: Max 120m  
**Draft:**    Max. 8m (min 10% UKC)  
**Time:**     24 hrs.  
**Tugs:**     2 (grade II)  
**Remarks:** Port side to.

011      **Unberthing**   LOA: Max 120m  
**Draft:**    Max. 8m (min 10% UKC)  
**Time:**     24 hrs.  
**Tugs:**     2 (grade II)  
**Remarks:**

020      **Berthing**    LOA: Max 150m  
**Draft:**    Max. 10m (min 10% UKC)  
**Time:**     24 hrs.  
**Tugs:**     2  
**Remarks:** Port side to.

021      **Unberthing**   LOA: Max 150m  
**Draft:**    Max. 10m (min 10% UKC)  
**Time:**     24 hrs.  
**Tugs:**     2  
**Remarks:**

030      **Berthing**    LOA: Max 180m  
**Draft:**    Max. 12m (min 10% UKC)  
**Time:**     24 hrs.  
**Tugs:**     2. If D>10m 1 GI est.  
**Remarks:** Port side to.

031      **Unberthing**   LOA: Max 180m  
**Draft:**    Max. 12m (min 10% UKC)  
**Time:**     24 hrs.  
**Tugs:**     2  
**Remarks:**

040      **Berthing**    LOA: Max 220m  
**Draft:**    Max. 13m (min 10% UKC)  
**Time:**     D&N HW. D<10m 24 hrs.  
**Tugs:**     3 incl. 1 GI est.  
**Remarks:** Day 1 pilot, night 2 pilots.  
Port side to.

041      **Unberthing**   LOA: Max 220m  
**Draft:**    Max. 13m (min 10% UKC)  
**Time:**     24 hrs.  
**Tugs:**     2  
**Remarks:**

050      **Berthing**    LOA: Max 250m  
**Draft:**    Max. 14m (min 10% UKC)  
**Time:**     D&N HW  
**Tugs:**     4 incl. 1 GI est.  
**Remarks:** 2 pilots. Port side to.

051      **Unberthing**   LOA: Max 250m  
**Draft:**    Max. 14m (min 10% UKC)  
**Time:**     24 hrs.  
**Tugs:**     3  
**Remarks:**

060      **Berthing**    LOA: Max 274m  
**Draft:**    Max. 14.63m (min 10% UKC)  
**Time:**     D&N HW.            Jun.-Sept.  
                 HW-0.5  
**Tugs:**     4 incl. 1 GI est.  
**Remarks:** 2 pilots. Port side to

061      **Unberthing**   LOA: Max 274m  
**Draft:**    Max. 14.63m (min 10% UKC)  
**Time:**     24 hrs.  
**Tugs:**     3  
**Remarks:**

## Berthing Guidelines

Pending

Location : ESSO

## Esso oil terminal main berth

010      **Berthing**      LOA: Max 120m  
**Draft:**      Max. 8m (min 10% UKC)  
**Time:**      24 hrs.  
**Tugs:**      2 (grade II)  
**Remarks:**      Port side to.

011      **Unberthing**      LOA: Max 120m  
**Draft:**      Max. 8m (min 10% UKC)  
**Time:**      24 hrs.  
**Tugs:**      2 (grade II)  
**Remarks:**

020      **Berthing**      LOA: Max 150m  
**Draft:**      Max. 10m (min 10% UKC)  
**Time:**      24 hrs.  
**Tugs:**      2  
**Remarks:**      Port side to.

021      **Unberthing**      LOA: Max 150m  
**Draft:**      Max. 10m (min 10% UKC)  
**Time:**      24 hrs.  
**Tugs:**      2  
**Remarks:**

→ 030      **Berthing**      LOA: **Max 184m**  
**Draft:**      Max. 12m (min 10% UKC)  
**Time:**      24 hrs.  
**Tugs:**      2. If Draft>10m 1 GI est.  
**Remarks:**      Port side to.

031      **Unberthing**      LOA: **Max 184m** ←  
**Draft:**      Max. 12m (min 10% UKC)  
**Time:**      24 hrs.  
**Tugs:**      2  
**Remarks:**

→ 040      **Berthing**      LOA: Max 220m  
**Draft:**      Max. 13m (min 10% UKC)  
**Time:**      **Draft≤10m 24hrs.**  
                         **Draft>10m D&N HW-1 to HW+1**  
                         **D&N LW to LW+1**  
**Tugs:**      3 incl. 1 GI est.  
**Remarks:**      Day 1 pilot, Night 2 pilots.  
                         **Berthing at LW to LW+1 : 2**  
                         **pilots.**  
                         Port side to.

041      **Unberthing**      LOA: Max 220m  
**Draft:**      Max. 13m (min 10% UKC)  
**Time:**      24 hrs.  
**Tugs:**      2  
**Remarks:**

→ 050      **Berthing**      LOA: Max 250m  
**Draft:**      Max. 14m (min 10% UKC)  
**Time:**      **D&N HW-1 to HW+1**  
                         **D&N LW to LW+1**  
**Tugs:**      4 incl. 1 GI est.  
→ **Remarks:**      **If Draft<13m 3 incl. 1 GI est.**  
                         2 pilots.  
                         Port side to.

051      **Unberthing**      LOA: Max 250m  
**Draft:**      Max. 14m (min 10% UKC)  
**Time:**      24 hrs.  
**Tugs:**      **2** ←  
**Remarks:**

→ 060      **Berthing**      LOA: Max 274m  
**Draft:**      Max. 14.63m (min 10% UKC)  
**Time:**      **D&N HW to HW+1**  
                         (Jun.-Sept. HW-0.5)  
**Tugs:**      4 incl. 1 GI est.  
**Remarks:**      2 pilots.  
                         Port side to.

061      **Unberthing**      LOA: Max 274m  
**Draft:**      Max. 14.63m (min 10% UKC)  
**Time:**      24 hrs.  
**Tugs:**      3  
**Remarks:**

→ **General Remarks: Thrusters not considered for berthing/unberthing**

Location : MOBIL

**Mobil oil terminal main berth**

010      **Berthing**    LOA: Max 120m  
**Draft:**    Max. 8m (min 10% UKC)  
**Time:**     24 hrs.  
**Tugs:**     2 (grade II)  
**Remarks:**

011      **Unberthing**   LOA: Max 120m  
**Draft:**    Max. 8m (min 10% UKC)  
**Time:**     24 hrs.  
**Tugs:**     2 (grade II)  
**Remarks:**

020      **Berthing**    LOA: Max 150m  
**Draft:**    Max. 10m (min 10% UKC)  
**Time:**     D&N HW-1 to HW+2 &  
                  D&N LW-2 to LW+1  
**Tugs:**     2  
**Remarks:** Port side to.

021      **Unberthing**   LOA: Max 150m  
**Draft:**    Max. 10m (min 10% UKC)  
**Time:**     24 hrs.  
**Tugs:**     2  
**Remarks:**

030      **Berthing**    LOA: Max 180m  
**Draft:**    Max. 12m (min 10% UKC)  
**Time:**     D&N HW  
**Tugs:**     2. If D>10m incl 1 GI est.  
**Remarks:** Port side to.

031      **Unberthing**   LOA: Max 180m  
**Draft:**    Max. 12m (min 10% UKC)  
**Time:**     24 hrs.  
**Tugs:**     2  
**Remarks:**

040      **Berthing**    LOA: Max 220m  
**Draft:**    Max. 13m (min 10% UKC)  
**Time:**     D&N HW  
**Tugs:**     3 incl. 1 GI est.  
**Remarks:** Day 1 pilot, night 2 pilots.  
                  Port side to.

041      **Unberthing**   LOA: Max 220m  
**Draft:**    Max. 13m (min 10% UKC)  
**Time:**     24 hrs.  
**Tugs:**     2  
**Remarks:**

050      **Berthing**    LOA: Max 250m  
**Draft:**    Max. 14.6m (min 10% UKC)  
**Time:**     D&N HW  
**Tugs:**     4 incl. 1 GI est.  
**Remarks:** 2 pilots.  
                  Port side to.

051      **Unberthing**   LOA: Max 250m  
**Draft:**    Max. 14.6m (min 10% UKC)  
**Time:**     24 hrs.  
**Tugs:**     3  
**Remarks:**

## Berthing Guidelines

Pending

Location : MOBIL

## Mobil oil terminal main berth

010      **Berthing**    LOA: Max 120m  
**Draft:**    Max. 8m (min 10% UKC)  
**Time:**     24 hrs.  
**Tugs:**     2 (grade II)  
**Remarks:**

011      **Unberthing**    LOA: Max 120m  
**Draft:**    Max. 8m (min 10% UKC)  
**Time:**     24 hrs.  
**Tugs:**     2 (grade II)  
**Remarks:**

020      **Berthing**    LOA: Max 150m  
**Draft:**    Max. 10m (min 10% UKC)  
**Time:**     D&N HW-1 to HW+2 &  
                   D&N LW-2 to LW+1  
**Tugs:**     2  
**Remarks:** Port side to.

021      **Unberthing**    LOA: Max 150m  
**Draft:**    Max. 10m (min 10% UKC)  
**Time:**     24 hrs.  
**Tugs:**     2  
**Remarks:**

→ 030      **Berthing**    LOA: Max 184m  
**Draft:**    Max. 12m (min 10% UKC)  
→ **Time:**     D&N HW to HW+1  
                   D&N LW to LW+1  
**Tugs:**     2. If Draft>10m 1 GI est.  
**Remarks:** Port side to.

031      **Unberthing**    LOA: Max 184m ←  
**Draft:**    Max. 12m (min 10% UKC)  
**Time:**     24 hrs.  
**Tugs:**     2  
**Remarks:**

→ 040      **Berthing**    LOA: Max 220m  
**Draft:**    Max. 13m (min 10% UKC)  
→ **Time:**     D&N HW to HW+1  
                   D&N LW to LW+1  
**Tugs:**     3 incl. 1 GI est.  
**Remarks:** Day 1 pilot, Night 2 pilots.  
                   Berthing at LW to LW+1 : 2  
                   pilots.  
                   Port side to.

041      **Unberthing**    LOA: Max 220m  
**Draft:**    Max. 13m (min 10% UKC)  
**Time:**     24 hrs.  
**Tugs:**     2  
**Remarks:**

→ 050      **Berthing**    LOA: Max 250m  
**Draft:**    Max. 14.6m (min 10% UKC)  
→ **Time:**     D&N HW to HW+1  
                   D&N LW to LW+1  
**Tugs:**     4 incl. 1 GI est.  
→ **Remarks:** If Draft<13m 3 incl. 1 GI est.  
                   2 pilots.  
                   Port side to.

051      **Unberthing**    LOA: Max 250m  
**Draft:**    Max. 14.6m (min 10% UKC)  
**Time:**     24 hrs.  
**Tugs:**     2 ←  
**Remarks:**

→ **General Remarks: Thrusters not considered for berthing/unberthing**

Location : SHELL

**Shell oil terminal main berth**

010      **Berthing**    LOA: Max 120m  
**Draft:**    Max. 8m (min 10% UKC)  
**Time:**     D&N HW-1 to HW+2 &  
               D&N LW to LW+2  
**Tugs:**     2 (grade II)  
**Remarks:** Starboard side to.

011      **Unberthing**   LOA: Max 120m  
**Draft:**    Max. 8m (min 10% UKC)  
**Time:**     24 hrs.  
**Tugs:**     2 (grade II)  
**Remarks:**

020      **Berthing**    LOA: Max 150m  
**Draft:**    Max. 10m (min 10% UKC)  
**Time:**     D&N HW-1 to HW+1 &  
               D&N LW to LW+2  
**Tugs:**     2  
**Remarks:** Starboard side to.

021      **Unberthing**   LOA: Max 150m  
**Draft:**    Max. 10m (min 10% UKC)  
**Time:**     24 hrs.  
**Tugs:**     2  
**Remarks:**

030      **Berthing**    LOA: Max 180m  
**Draft:**    Max. 12m (min 10% UKC)  
**Time:**     D&N HW  
**Tugs:**     2. If D>10m 1 GI est.  
**Remarks:** Starboard side to.

031      **Unberthing**   LOA: Max 180m  
**Draft:**    Max. 12m (min 10% UKC)  
**Time:**     24 hrs.  
**Tugs:**     2  
**Remarks:**

040      **Berthing**    LOA: Max 220m  
**Draft:**    Max. 14.5m (min 10% UKC)  
**Time:**     D&N HW  
**Tugs:**     3 incl. 1 GI est.  
**Remarks:** Day 1 pilot, night 2 pilots.  
               Starboard side to.

041      **Unberthing**   LOA: Max 220m  
**Draft:**    Max. 14.5m (min 10% UKC)  
**Time:**     24 hrs.  
**Tugs:**     2  
**Remarks:**

050      **Berthing**    LOA: Max 245m  
**Draft:**    Max. 14.5m (min 10% UKC)  
**Time:**     D&N HW  
**Tugs:**     4 incl. 1 GI est.  
**Remarks:** 2 pilots.  
               Starboard side to.

051      **Unberthing**   LOA: Max 245m  
**Draft:**    Max. 14.5m (min 10% UKC)  
**Time:**     D&N HW-1 to HW+2 &  
               D&N LW-2 to LW+1  
**Tugs:**     3  
**Remarks:**

## Berthing Guidelines

Pending

Location : SHELL

## Shell oil terminal main berth

010      **Berthing**    LOA: Max 120m  
**Draft:**    Max. 8m (min 10% UKC)  
**Time:**     D&N HW-1 to HW+2 &  
                  D&N LW to LW+2  
**Tugs:**     2 (grade II)  
**Remarks:** Starboard side to.

011      **Unberthing**   LOA: Max 120m  
**Draft:**    Max. 8m (min 10% UKC)  
**Time:**     24 hrs.  
**Tugs:**     2 (grade II)  
**Remarks:**

020      **Berthing**    LOA: Max 150m  
**Draft:**    Max. 10m (min 10% UKC)  
**Time:**     D&N HW-1 to HW+2 &  
                  D&N LW+1 to LW+2  
**Tugs:**     2  
**Remarks:** Starboard side to.

021      **Unberthing**   LOA: Max 150m  
**Draft:**    Max. 10m (min 10% UKC)  
**Time:**     24 hrs.  
**Tugs:**     2  
**Remarks:**

→ 030      **Berthing**    LOA: Max 184m  
**Draft:**    Max. 12m (min 10% UKC)  
→ **Time:**     D&N HW to HW+1 &  
                  D&N LW+2  
**Tugs:**     2. If Draft>10m 1 GI est.  
**Remarks:** Starboard side to.

031      **Unberthing**   LOA: Max 184m ←  
**Draft:**    Max. 12m (min 10% UKC)  
**Time:**     24 hrs.  
**Tugs:**     2  
**Remarks:**

→ 040      **Berthing**    LOA: Max 220m  
**Draft:**    Max. 14.5m (min 10% UKC)  
→ **Time:**     D&N HW to HW+1 &  
                  D&N LW+2  
**Tugs:**     3 incl. 1 GI est.  
**Remarks:** Day 1 pilot, Night 2 pilots.  
                  Berthing at LW+2 : 2 pilots.  
                  Starboard side to.

041      **Unberthing**   LOA: Max 220m  
**Draft:**    Max. 14.5m (min 10% UKC)  
**Time:**     24 hrs.  
**Tugs:**     2  
**Remarks:**

→ 050      **Berthing**    LOA: Max 245m  
**Draft:**    Max. 14.5m (min 10% UKC)  
**Time:**     D&N HW to HW+1 &  
                  D&N LW+2  
**Tugs:**     4 incl. 1 GI est.  
→ **Remarks:** If Draft<13m 3 incl. 1 GI est.  
                  2 pilots.  
                  Starboard side to.

051      **Unberthing**   LOA: Max 245m  
**Draft:**    Max. 14.5m (min 10% UKC)  
**Time:**     D&N HW-1 to HW+2 &  
                  D&N LW to LW+2  
**Tugs:**     2 ←  
**Remarks:**

→ **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:**      1  
**Remarks:** Any side to.

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

021      **Unberthing**      LOA: Max 135m  
**Draft:**      Max. 9m (min 10% UKC)  
**Time:**      Day light only  
**Tugs:**      2  
**Remarks:**

030      **Berthing**      LOA: Max 168m  
**Draft:**      Max. 9.75m (min 10% UKC)  
**Time:**      Day HW  
**Tugs:**      2  
**Remarks:** Starboard side to only.

031      **Unberthing**      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.

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.

020      **Berthing**      LOA: Max 183m  
**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.

021      **Unberthing**      LOA: Max 183m  
**Draft:** Max. 8.5m (min 10% UKC)  
**Time:** Day any time.  
           Night LW+1 to LW+3 &  
           Night HW-2 to HW @ 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  
**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.

031      **Unberthing**      LOA: Max 198m  
**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.

040      **Berthing**      LOA: Max 265m  
**Draft:** Max. 8.5m (min 10% UKC)  
**Time:** Day HW+1 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.

041      **Unberthing**      LOA: Max 265m  
**Draft:** Max. 8.5m (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.

050      **Berthing**      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.

051      **Unberthing**      LOA: Max 300m  
**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**Draft:** Max. 8.5m (min 10% UKC)**Time:** 24 hrs.**Tugs:****Remarks:** If under tow: LOA>168m 2 pilots.011 **Unberthing** LOA: Max 183m**Draft:** Max. 8.5m (min 10% UKC)**Time:** 24 hrs.**Tugs:****Remarks:** If under tow: LOA>168m 2 pilots.020 **Berthing** LOA: Max 198m**Draft:** Max. 8.5m (min 10% UKC)**Time:** Subject to current condition @  
Mawan**Tugs:** 1 @ Mawan est.**Remarks:** Day: 1 pilot  
Night: 2 pilots021 **Unberthing** LOA: Max 198m**Draft:** Max. 8.5m (min 10% UKC)**Time:** Subject to current condition @  
Mawan**Tugs:** 1 @ Mawan est.**Remarks:** Day: 1 pilot  
Night: 2 pilots030 **Berthing** LOA: Max 265m**Draft:** Max. 8.5m (min 10% UKC)**Time:** Day  
Subject to current condition @  
Mawan**Tugs:** 1 tug @ MW est., if LOA  
>230m est. from GI to Ma Wan**Remarks:** 2 pilots. Max. air draft 53m.  
Min. draft sufficient propeller  
immersion.031 **Unberthing** LOA: Max 265m**Draft:** Max. 8.5m (min 10% UKC)**Time:** Day  
Subject to current condition @  
Mawan**Tugs:** 1 tug @ MW est., if LOA >230m  
est. from POB to GI**Remarks:** 2 pilots. Max. air draft 53m.  
Min. draft sufficient propeller  
immersion.040 **Berthing** LOA: Max 300m**Draft:** Max. 8m (min 10% UKC)**Time:** Day  
Subject to current condition @  
Mawan**Tugs:** 1 @ GI est. to Ma Wan**Remarks:** 2 pilots. Max. air draft 53m.  
Min. draft sufficient propeller  
immersion.041 **Unberthing** LOA: Max 300m**Draft:** Max. 8m (min 10% UKC)**Time:** Day  
Subject to current condition @  
Mawan**Tugs:** 1 @ POB est. to GI**Remarks:** 2 pilots. Max. air draft 53m.  
Min. draft sufficient propeller  
immersion.

General remarks:

- 1) When **SHIP UNDER TOW**, separate BGL for ship under tow should be applied.
- 2) **LOA> 230m, 1 tug @ Yam O if anchor.**
- 3) Thrusters not considered.
- 4) **When vessel inbound or outbound via west of Urmston Road without Ma Wan transit and not under tow, one pilot only.**