

PILOTAGE ADVISORY COMMITTEE

Proposed Amendments to the Berthing Guidelines (Misc.)

Purpose

The purpose of this paper is to seek members' endorsement on the proposed amendments to the Berthing Guidelines as attached in ANNEX I.

Amendments

2. The proposed amendments in ANNEX I are:
 - a) to update depth information on Kwai Chung berths;
 - b) to update the records of the fleet of tugs effective from 1 January 2007;
 - c) to include tug requirement for mooring to Government mooring buoys at Junk Bay;
 - d) to revise the LOA of ships transiting Mawan; and
 - e) to incorporate berthing guidelines for Kwai Chung berth 20 and Kellett Anchorages No. 1 – 3 which have been put on trial since April 2005 and February 2006 respectively.

Provisional Berthing Guidelines

3. The provisional guidelines for vessels to berth at Lamma Power Station Wharfs are attached at ANNEX II – III for members' information.

Consultation

4. Except the updates of the fleet of tugs in Item 2, all the other proposed amendments were circulated and endorsed by the PAC Working Group in November 2006. However, one member requested to revise the maximum LOA of container vessel transiting Ma Wan ships in Item 12, from 352 metres to 353 metres.

Advice Sought

5. This paper is for discussion at the forthcoming PAC meeting to be held on 14 December 2006.

Notes on Proposed Amendments to Berthing Guidelines

Item No.	Description	Amendments	Reason and Remarks (if any)
1.	Chapter 4 – Berthing Remarks (1) Kwai Chung Terminals Paragraph d. - Declared Depths at Kwai Chung Berths. (under Berth No., “*Depth @ berth and Max. Sailing or Arrival Draft @ KC Basin)	(a) Berth No. KC4 & 6 – replace “12.2m” under “*Depth @ berth and Max. Sailing or Arrival Draft @ KC Basin” by “14.2m”. (b) Berth No. KC7 – replace “14.2” under “*Depth @ berth and Max. Sailing or Arrival Draft @ KC Basin” by “15.5m” and “15.0m” respectively.	(a) The declared depth of KC4/6 has been increased to 14.2m. (b) The declared depth of KC7 and KC6/7 basin has been increased to 15.5m.
2.	Chapter 6 – Tugs Information (Hong Kong Tug - under Name, HP, B.pull (tones) & Remarks)	(a) Delete tug “Tai Koo, 4000, 52.2, Grade 1” (b) Add new tug “Chek Chau, 4000, 54, Grade 1” below “Ap Chau”. (c) Add new tugs “Lam Tong, 3200, 43, Grade 1”, “Mai Po, 4000, 55.6, Grade 1”, “Ngan Chau, 4300, 57.4, Grade 1” & “Peng Chau, 4000, 54, Grade 1” below “Lamma”. (d) Add new tugs “Shek O, 4000, 55.6, Grade 1” & “Sung Kong, 4300, 57.4, Grade 1” below “Sha Tim”. (e) Add new tug “Tung Lung, 3200, 43, Grade 1” below “Ting Kau”. (f) Tug “Sha Tin” – replace B.pull “54” by “56.4”. (g) Tug “Ting Kau” – replace B.pull “54” by “56.4”. (h) Tug “Yuen Kok” – replace B.pull “54” by “56.4”.	To update the fleet of Hong Kong Tug effective from 1 January 2007.

2A.	Chapter 6 – Tugs Information (Yiu Lian Tug - under Name, HP, B.pull (tones) & Remarks)	(a) Delete tugs “Hai Ba, 3200, 42, Grade 1”, “Hai Shan, 2600, 37, Grade 1” & “Yiu Lian 26, 2600, 35, Grade 1”., (b) Add new tug “ Hai An, 4000, 52.8, Grade 1 ” above “Ap Chau”. (c) Add new tug “ Hai Tai, 4000, 52.8, Grade 1 ” below “Hai Qi”.	To update the fleet of Yiu Lian Tug effective from 1 January 2007.
2B.	Chapter 6 – Tugs Information (South China Tug - under Name, HP, B.pull (tones) & Remarks)	Tug “Shantou” – replace B.pull “50/45” by “ 50 ”.	To update the fleet of South China Tug effective from 1 January 2007.
3.	Chapter 8 – BERTH/WHARF/ TERMINAL INFORMATION (under BERTH and Draft(m))	(a) Berth KC4 – replace Draft “12.2” by “ 14.2 ”. (b) Berth KC6 – replace Draft “12.2” by “ 14.2 ”. (c) Berth KC7 – replace Draft “14.2” by “ 15.0 ”	Same as Item 1.
4.	Chapter 12 – Berthing Guidelines **INDEX** (under Code and Location)	Below KC16-19 – insert “ KC20 ” & “ Kwai Chung berth 20 ” under Code and Location respectively.	To incorporate berthing guidelines for Kwai Chung berth 20 which have been put on trial since April 2005.
5.	Location : BUOY (Government mooring buoy)	General Remarks, paragraph 5 – Add “ LOA>230m requires one tug standby ” at the end of the paragraph.	To reflect current operational need based on practical experience.
6.	Location : KC4 (Kwai Chung berth 4)	(a) Inside bracket under Heading – replace “Declared Depth 12.2m” by “ Declared Depth 14.2m ”. (b) Berthing Items 010, 020, 030, 040 and 050 – replace Draft : Max “12.2m” by “ 14.2m ”.	Same as Item 1.

Note : Please refer to the attached items 1 – 16 details of the proposed amendments.

6. (Cont'd)		<p>(c) Unberthing Items 011, 021, 031, 041 and 051 – replace Draft : Max “12.2m” by “14.2m”.</p> <p>(d) Add the following in the general remarks below the 1st bullet point:</p> <ul style="list-style-type: none"> ➤ Vessels intending to sail or arrive with draft exceeding 15.0m should inform VTC & HK Pilots in ample time for consideration. 	
7.	Location : KC6 (Kwai Chung berth 6)	<p>(a) Inside bracket under Heading – replace “Declared Depth 12.2m” by “Declared Depth 14.2m”.</p> <p>(b) Berthing Items 010, 020, 030 and 040 – replace Draft : Max “12.2m” by “14.2m”.</p> <p>(c) Unberthing Items 011, 021, 031 and 041 – replace Draft : Max “12.2m” by “14.2m”.</p> <p>(d) Add the following in the general remarks as the 2nd and 3rd bullet points:</p> <ul style="list-style-type: none"> ➤ Vessels intending to sail or arrive with draft exceeding 15.0m should inform VTC & HK Pilots in ample time for consideration. ➤ KC6/7 Basin declared depth 15.5m 	Same as Item 1.
8.	Location : KC7 (Kwai Chung berth 7)	<p>(a) Inside bracket under Heading – replace “Declared Depth 14.2m” by “Declared Depth 15.5m”.</p> <p>(b) Berthing Items 010, 020, 030 and 040 – replace Draft : Max “14.2m” by “15.0m”.</p> <p>(c) Unberthing Items 011, 021, 031 and 041 – replace Draft : Max “14.2m” by “15.0m”.</p> <p>(d) Add the following in the general remark as the 3rd bullet point:</p> <ul style="list-style-type: none"> ➤ KC6/7 Basin declared depth 15.5m 	Same as Item 1.

9.	Location : KC6/O-F (Kwai Chung berth 6 outer-foul)	<p>(a) Inside bracket under Heading – replace “Declared Depth 12.2m” by “Declared Depth 14.2m”.</p> <p>(b) Berthing Items 010 and 020 – replace Draft : Max “12.2m” by “14.2m”.</p> <p>(c) Unberthing Items 011 and 021 – replace Draft : Max “12.2m” by “14.2m”.</p> <p>(d) Add the following in the general remarks as the 2nd and 3rd bullet points:</p> <ul style="list-style-type: none"> ➤ Vessels intending to sail or arrive with draft exceeding 15.0m should inform VTC & HK Pilots in ample time for consideration. ➤ KC6/7 Basin declared depth 15.5m 	Same as Item 1.
10.	Location : KC7/O-F (Kwai Chung berth 7 outer-foul)	<p>(a) Inside bracket under Heading – replace “Declared Depth 14.2m” by “Declared Depth 15.5m”.</p> <p>(b) Berthing Items 010 and 020 – replace Draft : Max “14.2m” by “15.0m”.</p> <p>(c) Unberthing Items 011 and 021 – replace Draft : Max “14.2m” by “15.0m”.</p> <p>(d) Add the following in the general remarks as the 3rd bullet point:</p> <ul style="list-style-type: none"> ➤ KC6/7 Basin declared depth 15.5m 	Same as Item 1.
11.	Location : URMPS/URMA (Transit Mawan – Bulker & Tanker (All vessels other than passenger & container ship))	<p>(a) N.bound Item 050 and S.bound Item 051 – replace LOA: Max “230m” by “290m”</p> <p>(b) Add the following in the general remarks as the 4th and 5th bullet points:</p> <ul style="list-style-type: none"> ➤ Bulker or Tanker of LOA>280m are normally not permitted to carry out lightening or anchor at URMA due to limited space of the anchorage. ➤ In case of special circumstances and conditions, where a vessel is required to anchor at URMA, she shall obtain prior approval from VTC. 	<p>(a) To increase the LOA of ships from 230m to 290m.</p> <p>(b) To reflect current operational need based on practical experience.</p>

12.	Location : URMPS-C/URMA-C (Transit Mawan –Passenger & Container ship)	(a) N.bound Item 060 and S.bound Item 061 – replace LOA: Max “335m” by “352m” (b) General Remarks Item3 – Replace LOA >”335m” by “352m”.	(a) To increase the LOA of ships from 335m to 352m. (b) Provisional guidelines for the same have been put on trial since February 2006.
13.	Location : KEL-1 (Kellett Anchorage No.1)	(a) Item 010 “To anchorage” and Item 011 “From anchorage” – Add “LOA>230m” after “Tugs: 1 if D>10m” (b) To incorporate berthing guidelines for Kellett Anchorage No.1.	(a) To reflect current operational need based on practical experience. (b) Provisional guidelines for the same have been put on trial since February 2006.
14.	Location : KEL-2 (Kellett Anchorage No.2)	To incorporate berthing guidelines for Kellett Anchorage No.2.	Provisional guidelines for the same have been put on trial since February 2006.
15.	Location : KEL-3 (Kellett Anchorage No.3)	To incorporate berthing guidelines for Kellett Anchorage No.3.	Provisional guidelines for the same have been put on trial since February 2006.
16.	Location : KC20 (Kwai Chung berth 20)	To incorporate berthing guidelines for KC20.	Provisional guidelines for the same have been put on trial since April 2005.

Note : Please refer to the attached items 1 – 16 details of the proposed amendments.

Chapter 4 cont'd ...

- c. Under Keel Clearance (**UKC**) at berth and throughout the harbour passage:
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. The required 10% UKC is allowed for various factors, including but not limited to the following:

- (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.
- (iii.) Squat.

Warning:

Owners or masters of vessels may be liable to lighten their vessels to avoid touching of bottom due to insufficient UKC.

- d. Declared Depths at Kwai Chung Berths: (**KC basin maintained depth 15.0m**)

<u>Berth No.</u>	<u>*Depth @ berth</u>	<u>Max. Sailing or Arrival Draft @ KC Basin</u>
KC 1,2,3&5	14.0m	14.0m +Tide-10% UKC
KC 4&6	12.2m	12.2m +Tide-10% UKC
KC 7	14.2m	14.2m +Tide-10% UKC
KC 8&9	15.5m	15.0m +Tide-10% UKC
KC 10-14	15.5m	15.0m +Tide-10% UKC
KC 15-20	15.5m	15.0m +Tide-10% UKC

Remarks:

- ❖ *Depth @ berths (50m from berth to seaward) were declared and maintained by terminal operators and subject to change. Masters, agents & operators are cautioned to check with terminals operator for updated information.
 - ❖ Vessels intending to sail or arrive with draft exceeding **15.0m** should submit the following information to **VTC & HK Pilots** in ample time for consideration.
 - (i.) Water density used for calculating the declared draft
 - (ii.) Draft at water density SG 1.017
 - (iii.) TPC (tonne per centimeter)
 - (iv.) Estimated GM @ sailing
 - (v.) Increase of draft due to squat @ 8 and 12 knots respectively
 - (vi.) Increase of draft due to heeling of 1 & 2 degrees respectively
- e. Any berthing movements within Kwai Chung, which are not in compliance with the guidelines endorsed by the PAC, should have the agreement from the Duty Pilot and/or one of the Executive Directors of HKPA. General Manager of HKPA would be responsible for coordinating with all the involved parties.

Berthing Guidelines

Chapter 4 cont'd ...

- c. Under Keel Clearance (UKC) at berth and throughout the harbour passage:
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. The required 10% UKC is allowed for various factors, including but not limited to the following:
- (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.
 - (iii.) Squat

Warning:

Owners or masters of vessels may be liable to lighten their vessels to avoid touching of bottom due to insufficient UKC.

- d. Declared Depths at Kwai Chung Berths: **(KC basin maintained depth 15.0m)**

<u>Berth No.</u>	<u>*Depth @ berth</u>	<u>Max. Sailing or Arrival Draft @ KC Basin</u>
KC 1,2,3 & 5	14.0m	14.0m + Tide –10% UKC
KC 4 & 6	14.2m	14.2m + Tide –10% UKC
KC 7	15.5m	15.0m + Tide –10% UKC
KC 8 & 9	15.5m	15.0m + Tide –10% UKC
KC 10 -14	15.5m	15.0m + Tide –10% UKC
KC 15 - 20	15.5m	15.0m + Tide –10% UKC

Remarks:

- ❖ *Depth @ berths (50m from berth to seaward) were declared and maintained by terminal operators and subject to change. Masters, agents & operators are cautioned to check with terminals operator for updated information.
 - ❖ Vessels intending to sail or arrive with draft exceeding **15.0m** should submit the following information to **VTC & HK Pilots** in ample time for consideration.
 - (i.) Water density used for calculating the declared draft
 - (ii.) Draft at water density SG 1.017
 - (iii.) TPC (tonne per centimetre)
 - (iv.) Estimated GM @ sailing
 - (v.) Increase of draft due to squat @ 8 and 12 knots respectively
 - (vi.) Increase of draft due to heeling of 1 & 2 degrees respectively
- e. Any berthing movements within Kwai Chung which are not in compliance with the guidelines endorsed by the PAC should have the agreement from the Duty Pilot and/or one of the Executive Directors of HKPA. General Manager of HKPA would be responsible for coordinating with all the involved parties.

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TUGS INFORMATION

Name	HP.	B. pull (tonnes)	Remarks
<u>Hong Kong Tug</u> 2427 7477			
Ap Chau	4000	54	Grade I
Cheung Chau	4000	54	Grade I
Heung Kong	3000	37	Grade I
Hung Hom	3200	45.5	Grade I
Kau Lung	3200	45.5	Grade I
Kwai Chung	3000	37	Grade I
Lamma	3200	45.5	Grade I
Sha Chau	4000	54	Grade I
Sha Tin	4000	54	Grade I
Tai Koo	4000	52.2	Grade I
Tap Mun	3200	45.5	Grade I
Ting Kau	4000	54	Grade I
Yeung Chau	4000	54	Grade I
Yuen Kok	4000	54	Grade I
<u>Yiu Lian Tug</u> 2497 0655 2497 0686			
Hai Ba	3200	42	Grade I
Hai Fa	3200	42	Grade I
Hai Qi	3200	42	Grade I
Hai Shan	2600	37	Grade I
Hoi Lian	4000	52.8	Grade I
Yiu Lian 6	4000	52.8	Grade I
Yiu Lian 18	3200	42	Grade I
Yiu Lian 26	2600	35	Grade I
You Da	3200	42	Grade I
You Fa	3200	42	Grade I
<u>South China Tug</u> 2548 5205			
Guangzhou	3000	38	Grade I
Guilin	3000	38	Grade I
Nanning	4000	55	Grade I
Shantou	3600	50/45	Grade I
Shunde	4000	56	Grade I
<u>Chung Hing Tug</u> 2549 2072 2549 0395			
Chung Hing No.1 (忠興壹)	2 × 624	18	Grade II
Wallex 2 (華力二)	2 × 624	18	Grade II

Berthing Guidelines

Pending

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TUGS INFORMATION

Name	HP.	B. pull (tonnes)	Remarks
<u>Hong Kong Tug</u> 2427 7477			
Ap Chau	4000	54	Grade I
Chek Chau	4000	54	Grade I
Cheung Chau	4000	54	Grade I
Heung Kong	3000	37	Grade I
Hung Hom	3200	45.5	Grade I
Kau Lung	3200	45.5	Grade I
Kwai Chung	3000	37	Grade I
Lamma	3200	45.5	Grade I
Lam Tong	3200	43	Grade I
Mai Po	4000	55.6	Grade I
Ngan Chau	4000	57.4	Grade I
Peng Chau	4000	54	Grade I
Sha Chau	4000	54	Grade I
Sha Tin	4000	56.4	Grade I
Shek O	4000	55.6	Grade I
Sung Kong	4000	57.4	Grade I
Tap Mun	3200	45.5	Grade I
Ting Kau	4000	56.4	Grade I
Tung Lung	3200	43	Grade I
Yeung Chau	4000	54	Grade I
Yuen Kok	4000	56.4	Grade I
<u>Yiu Lian Tug</u> 2497 0655 2497 0686			
Hai An	4000	52.8	Grade I
Hai Fa	3200	42	Grade I
Hai Qi	3200	42	Grade I
Hai Tai	4000	52.8	Grade I
Hoi Lian	4000	52.8	Grade I
Yiu Lian 6	4000	52.8	Grade I
Yiu Lian 18	3200	42	Grade I
You Da	3200	42	Grade I
You Fa	3200	42	Grade I
<u>South China Tug</u> 2548 5205			
Guangzhou	3000	38	Grade I
Guilin	3000	38	Grade I
Nanning	4000	55	Grade I
Shantou	3600	50	Grade I
Shunde	4000	56	Grade I
<u>Chung Hing Tug</u> 2549 2072 2549 0395			
Chung Hing No.1 (忠興壹)	2 × 624	18	Grade II
Wallex 2 (華力二)	2 × 624	18	Grade II

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BERTH /WHARF/TERMINAL INFORMATION

BERTH	Draft(m)	LOA(m)	Direction	Length	Telephone No.
CCEMENT	14.0	240	112/292	270	2440 5111 2440 5233
CFT	7.0	153	078/258	270	2738 2906
CLPTSK	16.8	280	134/314	545	2404 8402
CMKEN-N	9.5	156	070/250	170	2816 8118 day
CMKEN-S	7.0	120	070/250	140	2816 8118 day
CRC-A	14.0	250	086/266	280	2431 3090
CRC-B	7.5	120	086/266	129	2431 3090
CRC-C	6.5	90	086/266	115	2431 3090
CRC-CW	5.0	65	172/352	70	2558 8341
CRC3-TY	7.5	120	124/304	>150	2431 3090
CTX	12.6	235	162/342	90	2431 2428
CTX-5	3.2	80	035/215	80	2431 2428
CTX-6A	7.3	110	055/235	50	2431 2428
CTX-LPG	6.5	114	072/252	95	2431 2428
ESSO	14.63	274	098/278	255	3197 8137 3197 8276 3197 8273
ESSO-EL	5.5	107	098/278	30	2497 0229
EUROASIA	8.0	300	020/200	510	2436 8102
HKELECT (N)	14.6	262	170/350	290	2982 6270 2982 6274 9423 6670
HKELECT (S)	14.6	262	170/350	290	2982 6270 2982 6274 9423 6670
HUDSW dist. from f/d 80m as per HUD			008/188	250	2495 1211
KC 1-2	14.0	350	163/343	305	2115 3552
KC 3	14.0	350	163/343	305	2489 4745
KC 4	12.2	350	163/343	305	2619 7792
KC 5	14.0	350	073/253	457	2115 3552
KC 6	12.2	350	073/253	564	2619 7792
KC 7	14.2	350	073/253	564	2619 7792
KC 8	15.0	350	163/343	380	2619 7792
KC 9	15.0	350	163/343	450	2619 7792
KC 10	15.0	367	073/253	700	2619 7792
KC 11	15.0	367	073/253	338	2991 8022
KC 12	15.0	367	073/253	338	2991 8022
KC 13	15.0	350	073/253	338	2276 8137 2276 8138
KC 14	15.0	350	073/253	338	2276 8137 2276 8138
KC 15	15.0	352	163/343	350	3153 3021
KC 16	15.0	352	163/343	350	3153 3021
KC 17-18	15.0	352	163/343	350	2920 2616 2920 2645
KC 19	15.0	352	163/343	200	2920 2616 2920 2645
KC 20	15.0	310	042/222	340	2920 2616 2920 2645
LOP	8.0	122	089/269	125	2618 0192 9032 7105
MFT	5.0	120	104/284	220	2547 4039
MOBIL	14.6	250	089/269	267	3197 8137 3197 8133
MOBIL-E	7.5	107	089/269	41	3197 8137 3197 8133
OTN	8.5	270	078/258	340	2118 8951
OTS	10.67	290	078/258	381	2118 8951
RTT-1	8.5	175	116/296	200	2122 7155 9728 6230
RTT-2	8.5	150	026/206	250	2122 7155 9728 6230
SHACHAU	7.5	120	163/343	152	2613 9127 2988 6161
SHELL	14.5	245	150/330	226	2432 8704
SHELL-1E	6.5	100	008/188	80	2432 8704
SHELL-2E	6.5	90	008/188	75	2432 8704
SHELL-LPG	8.0	135	150/330	118	2432 8704
SWSTL	11.5	200	125/305	215	2618 8761
TPGAS	11.0	228	120/300	300	2666 2106 7116 3113-2909
YUENFAT	6.7	153	040/220	171	

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BERTH /WHARF/TERMINAL INFORMATION

BERTH	Draft(m)	LOA(m)	Direction	Length	Telephone No.		
CCEMENT	14.0	240	112/292	270	2440 5111	2440 5233	
CFT	7.0	153	078/258	270	2738 2906		
CLPTSK	16.8	280	134/314	545	2404 8402		
CMKEN-N	9.5	156	070/250	170	2816 8118	day	
CMKEN-S	7.0	120	070/250	140	2816 8118	day	
CRC-A	14.0	250	086/266	280	2431 3090		
CRC-B	7.5	120	086/266	129	2431 3090		
CRC-C	6.5	90	086/266	115	2431 3090		
CRC-CW	5.0	65	172/352	70	2558 8341		
CRC3-TY	7.5	120	124/304	>150	2431 3090		
CTX	12.6	235	162/342	90	2431 2428		
CTX-5	3.2	80	035/215	80	2431 2428		
CTX-6A	7.3	110	055/235	50	2431 2428		
CLX-LPG	6.5	114	072/252	95	2431 2428		
ESSO	14.63	274	098/278	255	3197 8137	3197 8276	3197 8276
ESSO-EL	5.5	107	098/278	30	2497 0229		
EUROASIA	8.0	300	020/200	510	2436 8102		
HKELECT (N)	14.6	262	170/350	290	2982 6270	2982 6274	9423 6670
HKELECT (S)	14.6	262	170/350	290	2982 6270	2982 6274	9423 6670
HUDSW dist. from f/d 80m as per HUD			008/188	250	2495 1211		
KC 1-2	14.0	350	163/343	305	2115 3552		
KC 3	14.0	350	163/343	305	2489 4745		
KC 4	14.2	350	163/343	305	2619 7792		
KC 5	14.0	350	073/253	457	2115 3552		
KC 6	14.2	350	073/253	564	2619 7792		
KC 7	15.0	350	073/253	564	2619 7792		
KC 8	15.0	350	163/343	380	2619 7792		
KC 9	15.0	350	163/343	450	2619 7792		
KC 10	15.0	367	073/253	700	2619 7792		
KC 11	15.0	367	073/253	338	2991 8022		
KC 12	15.0	367	073/253	338	2991 8022		
KC 13	15.0	350	073/253	338	2276 8137	2276 8138	
KC 14	15.0	350	073/253	338	2276 8137	2276 8138	
KC 15	15.0	352	163/343	350	3153 3021		
KC 16	15.0	352	163/343	350	3153 3021		
KC 17-18	15.0	352	163/343	350	2920 2616	2920 2645	
KC 19	15.0	352	163/343	200	2920 2616	2920 2645	
KC 20	15.0	310	042/222	340	2920 2616	2920 2645	
LOP	8.0	122	089/269	125	2618 0192	9032 7105	
MFT	5.0	120	104/284	220	2547 4039		
MOBIL	14.6	250	089/269	267	3197 8137	3197 8133	
MOBIL-E	7.5	107	089/269	41	3197 8137	3197 8133	
OTN	8.5	270	078/258	340	2118 8951		
OTS	10.67	290	078/258	381	2118 8951		
RTT-1	8.5	175	116/296	200	2122 7155	9728 6230	
RTT-2	8.5	150	026/206	250	2122 7155	9728 6230	
SHACHAU	7.5	120	163/343	152	2613 9127	2988 6161	
SHELL	14.5	245	150/330	226	2432 8704		
SHELL - 1E	6.5	100	008/188	80	2432 8704		
SHELL - 2E	6.5	90	008/188	75	2432 8704		
SHELL-LPG	8.0	135	150/330	118	2432 8704		
SWSTL	11.5	200	125/305	215	2618 8761		
TPGAS	11.0	228	120/300	300	2666 2106	7116 3113-2909	
YUENFAT	6.7	153	040/220	171			

Chapter: 12

BERTHING GUIDELINES**** INDEX ****

Code	Locations
BUOY	Government mooring buoy
CCEMENT	China Cement Company (TSK)
CFT	China ferry terminal
CLPTSK	China light power station (TSK)
CMKEN-N	China Merchant Kennedy Town north berth
CMKEN-S	China Merchant Kennedy Town south berth
CRC-A	China Resources T/Y main berth (A)
CRC-B	China Resources T/Y west berth (B)
CRC-C	China Resources T/Y east berth (C)
CRC-CW	China Resources Chai Wan berth
CRC3-TY	China Resources T/Y No. 3 berth
CTX	Caltex T/Y main berth
CTX-5	Caltex T/Y No. 5 berth
CTX-6A	Caltex T/Y No. 6A berth
CTX-LPG	Caltex T/Y LPG berth
ESSO	Esso oil terminal main berth
ESSO-EL	Esso oil terminal electric power wharf
EUROASIA	Euro-Asia wharf T/Y
HKELECT(N)	Lamma power station north wharf
HKELECT(S)	Lamma power station south wharf
JBDGA	Junk Bay DG anchorage
KC1,2,3,5	Kwai Chung berth 1,2,3&5
KC4	Kwai Chung berth 4
KC6	Kwai Chung berth 6
KC7	Kwai Chung berth 7
KC6/O-F	Kwai Chung berth 6 outer-foul
KC7/O-F	Kwai Chung berth 7 outer-foul
KC8,9	Kwai Chung berth 8&9
KC10-12	Kwai Chung berth 10-12
KC13-14	Kwai Chung berth 13-14
KC15	Kwai Chung berth 15
KC16-19	Kwai Chung berth 16-19
KEL-1	Kellett Anchorage No.1
KEL-2	Kellett Anchorage No.2
KEL-3	Kellett Anchorage No.3
KYCA	Kau Yi Chau DG anchorage
LOP	Lok On Pai oil berth
MFT	Macau ferry terminal
MOBIL	Mobil oil terminal main berth

Code	Locations
MOBIL-E	Mobil oil terminal east berth
MWA	Ma Wan anchorage
NLA	North Lamma anchorage
NWLA	North West Lamma anchorage
OTN	Ocean Terminal north berth
OTNO	Ocean Terminal north berth outer-foul
OTS	Ocean Terminal south berth
OTOSO	Ocean Terminal south berth outer-foul
PSSA-E	Pun Shan Shek anchorage east
PSSA-W	Pun Shan Shek anchorage west
RDGA	Reserved dangerous goods anchorage
RTT-1	River Trade Terminal No.1 berth
RTT-2	River Trade Terminal No.2 berth
SEATRIAL	Sea trial, compass adjustment & DF calibration
SHACHAU	Sha Chau oil terminal (TSK)
SHELL	Shell oil terminal main berth
SHELL-1E	Shell No. 1 east & west berth
SHELL-2E	Shell No. 2 & 3 east & west berth
SHELL-LPG	Shell oil terminal LPG berth
SLA	Anchorage South of Lamma Island
SSK-1	Sham Shui Kok Anchorage No.1
SSK-2	Sham Shui Kok Anchorage No.2
SWSTL	Shiu Wing steel wharf (TSK)
THA	Tolo harbour anchorage
TOW	Ship under tow
TOW-BERTH	Ship under tow to/from berth
TPGAS	Tolo harbour Town Gas wharf
TYD	Floating docks west of T/Y Island
WA-1	Western anchorage No.1
WA-2	Western anchorage No.2
WA-3	Western anchorage No.3
WQA	Western quarantine anchorage
URMPS / URMA	Transit Mawan – Bulker & Tanker (all vessels other than passenger & container ship)
URMPS-C / URMA-C	Transit Mawan – Passenger & Container ship
YMTA	Yau Ma Tei anchorage
YOD	Yam O floating dock
YUENFAT	Yuen Fat wharf No.2 berth

** INDEX **

Code	Locations
BUOY	Government mooring buoy
CCEMENT	China Cement Company (TSK)
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CRC-B	China Resources T/Y west berth (B)
CRC-C	China Resources T/Y east berth (C)
CRC-CW	China Resources Chai Wan berth
CRC3-TY	China Resources T/Y No. 3 berth
CTX	Caltex T/Y main berth
CTX-5	Caltex T/Y No. 5 berth
CTX-6A	Caltex T/Y No. 6A berth
CTX-LPG	Caltex T/Y LPG berth
ESSO	Esso oil terminal main berth
ESSO-EL	Esso oil terminal electric power wharf
EUROASIA	Euro-Asia wharf T/Y
HKELECT(N)	Lamma power station north wharf
HKELECT(S)	Lamma power station south wharf
JBDGA	Junk Bay DG anchorage
KC1,2,3,5	Kwai Chung berth 1,2,3&5
KC4	Kwai Chung berth 4
KC6	Kwai Chung berth 6
KC7	Kwai Chung berth 7
KC6/O-F	Kwai Chung berth 6 outer-foul
KC7/O-F	Kwai Chung berth 7 outer-foul
KC8,9	Kwai Chung berth 8&9
KC10-12	Kwai Chung berth 10-12
KC13-14	Kwai Chung berth 13-14
KC15	Kwai Chung berth 15
KC16-19	Kwai Chung berth 16-19
KC20	Kwai Chung berth 20
KEL-1	Kellett Anchorage No.1
KEL-2	Kellett Anchorage No.2
KEL-3	Kellett Anchorage No.3
KYCA	Kau Yi Chau DG anchorage
LOP	Lok On Pai oil berth
MFT	Macau ferry terminal
MOBIL	Mobil oil terminal main berth

Code	Locations
MOBIL-E	Mobil oil terminal east berth
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NLA	North Lamma anchorage
NWLA	North West Lamma anchorage
OTN	Ocean Terminal north berth
OTNO	Ocean Terminal north berth outer-foul
OTS	Ocean Terminal south berth
OTSO	Ocean Terminal south berth outer-foul
PSSA-E	Pun Shan Shek anchorage east
PSSA-W	Pun Shan Shek anchorage west
RDGA	Reserved dangerous goods anchorage
RTT-1	River Trade Terminal No.1 berth
RTT-2	River Trade Terminal No.2 berth
SEATRIAL	Sea trial, compass adjustment & DF calibration
SHACHAU	Sha Chau oil terminal (TSK)
SHELL	Shell oil terminal main berth
SHELL-1E	Shell No. 1 east & west berth
SHELL-2E	Shell No. 2 & 3 east & west berth
SHELL-LPG	Shell oil terminal LPG berth
SLA	Anchorage South of Lamma Island
SSK-1	Sham Shui Kok Anchorage No.1
SKK-2	Sham Shui Kok Anchorage No.2
SWSTL	Shiu Wing steel wharf (TSK)
THA	Tolo harbour anchorage
TOW	Ship under tow
TOW-BERTH	Ship under tow to/from berth
TPGAS	Tolo harbour Town Gas wharf
TYD	Floating docks west of T/Y Island
WA-1	Western anchorage No.1
WA-2	Western anchorage No.2
WA-3	Western anchorage No.3
WQA	Western quarantine anchorage
URMPS / URMA	Transit Mawan – Bulker & Tanker (All vessels other than passenger & container ship)
URMPS-C / URMA-C	Transit Mawan – Passenger & Container ship
YMTA	Yau Ma Tei anchorage
YOD	Yam O floating dock
YUENFAT	Yuen Fat wharf No.2 berth

Location : BUOY

Government mooring buoy

010	Berthing	LOA: Max 183m	011	Unberthing	LOA: Max 183m
Draft:	Subject to the depth underneath individual buoy (min 10% UKC)		Draft:	Subject to the depth underneath individual buoy (min 10% UKC)	
Time:	24 hrs.		Time:	24 hrs.	
Tugs:	See General Remarks		Tugs:	See General Remarks	
Remarks:			Remarks:		

General Remarks:

1. Additional tugs may be required if adverse weather or high waves prevail.
2. Mooring and/or unmooring operations may be suspended if the pilots consider such operations to be dangerous.
3. If mooring and/or unmooring operations are suspended, every effort will be made to unmoor departing vessels before services are suspended.
4. Additional requirements:
For all buoys if:
 - D>9.15m 1 tug at the buoy.
 - D>9.7m HW slack only.
 - D>10m 1 tug escort at the GI.
 - L>183m 1 tug at the buoy.For buoys North of GI:
 - A46 – Mooring: At daylight – unrestricted
At night – slack water only
 - Unmooring: 24 hours
5. Vessel of 183m<LOA<245m intending to carry out underwater operation may be permitted by VTC to anchor in the vicinity of Government Mooring Buoy A60 or A62 at Junk Bay subject to special arrangement.

Berthing Guidelines

Location : BUOY

Government mooring buoy

010	Berthing	LOA: Max 183m	011	Unberthing	LOA: Max 183m
Draft:	Subject to the depth underneath individual buoy (min 10% UKC)		Draft:	Subject to the depth underneath individual buoy (min 10% UKC)	
Time:	24 hrs.		Time:	24 hrs.	
Tugs:	See General Remarks		Tugs:	See General Remarks	
Remarks:			Remarks:		

General Remarks:

5. Additional tugs may be required if adverse weather or high waves prevail.
6. Mooring and/or unmooring operations may be suspended if the pilots consider such operations to be dangerous.
7. If mooring and/or unmooring operations are suspended, every effort will be made to unmoor departing vessels before services are suspended.
8. Additional requirements:

For all buoys if:

- D>9.15m 1 tug at the buoy.
- D>9.7m HW slack only.
- D>10m 1 tug escort at the GI.
- L>183m 1 tug at the buoy.

For buoys North of GI:

- A46 – Mooring: At daylight – unrestricted
At night – slack water only
- Unmooring: 24 hours

5. Vessel of 183m<LOA<245m intending to carry out underwater operation may be permitted by VTC to anchor in the vicinity of Government Mooring Buoy A60 or A62 at Junk Bay subject to special arrangement. **LOA >230m requires one tug standby.**

Berthing Guidelines

PAC endorsed on 29 September 2006

Location : KC4

Kwai Chung berth 4*(Declared Depth 12.2m)*

010 **Berthing** LOA: Max 130m
Draft: Max. 12.2m + tide – 10% UKC
Time: 24 hrs.
Tugs: 1. If D>8m 2
Remarks: Ro-Ro vessel 2 tugs if adverse weather.

011 **Unberthing** LOA: Max 130m
Draft: Max. 12.2m + tide – 10% UKC
Time: 24 hrs.
Tugs: 1. If no anchor down 2.
Remarks: Ro-Ro vessel 2 tugs if adverse weather.

020 **Berthing** LOA: Max 230m
Draft: Max. 12.2m + tide – 10% UKC
Time: 24 hrs.
Tugs: 2
Remarks:

021 **Unberthing** LOA: Max 230m
Draft: Max. 12.2m + tide – 10% UKC
Time: 24 hrs.
Tugs: 2
Remarks:

030 **Berthing** LOA: Max 270m
Draft: Max. 12.2m + tide – 10% UKC
Time: 24 hrs.
Tugs: 2 incl. 1 GI est. if no bow thruster.
 1 if bow & stern thrusters fitted.
Remarks:

031 **Unberthing** LOA: Max 270m
Draft: Max. 12.2m + tide – 10% UKC
Time: 24 hrs.
Tugs: 2.
 1 if bow & stern thrusters fitted.
Remarks:

040 **Berthing** LOA: Max 367m
Draft: Max. 12.2m + tide – 10% UKC
Time: 24 hrs.
Tugs: 3 incl. 1 GI est. if no bow thruster.
 1 if bow & stern thrusters fitted.
Remarks:

041 **Unberthing** LOA: Max 367m
Draft: Max. 12.2m + tide – 10% UKC
Time: 24 hrs.
Tugs: 2.
 1 if bow & stern thrusters fitted.
Remarks:

050 **Berthing** LOA: Max 410m
Draft: Max. 12.2m + tide – 10% UKC
Time: 24 hrs.
Tugs: 3 incl. 1 GI est. if no bow thruster.
 2 if bow & stern thrusters fitted.
Remarks:

051 **Unberthing** LOA: Max 410m
Draft: Max. 12.2m + tide – 10% UKC
Time: 24 hrs.
Tugs: 3.
 2 if bow & stern thrusters fitted.
Remarks:

General Remarks:

- Please see Chapter 4(1) Berthing Remarks for Kwai Chung Terminals.
- Berth length 305m.
- LOA > 367m – 410m ON TRIAL

Berthing Guidelines

Pending

Location : KC4

Kwai Chung berth 4

(Declared Depth 14.2m)

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

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

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

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

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

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

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

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

050 **Berthing** LOA: Max 410m
Draft: Max. 14.2m + tide – 10% UKC
Time: 24 hrs.
Tugs: 3 incl. 1 GI est. if no bow thruster.
 2 if bow & stern thrusters fitted.
Remarks:

051 **Unberthing** LOA: Max 410m
Draft: Max. 14.2m + tide – 10% UKC
Time: 24 hrs.
Tugs: 3.
 2 if bow & stern thrusters fitted.
Remarks:

General Remarks:

- Please see Chapter 4(1) Berthing Remarks for Kwai Chung Terminals.
- **Vessels intending to sail or arrive with draft exceeding 15.0m should inform VTC & HK Pilots in ample time for consideration.**
- Berth length 305m.
- LOA > 367m – 410m ON TRIAL

Location : KC6

Kwai Chung berth 6*(Declared Depth 12.2m)*

010 **Berthing** LOA: Max 130m
Draft: Max. 12.2m + tide – 10%UKC
Time: 24 hrs.
Tugs: 1. If Draft>8m 2
Remarks: Ro-Ro vessel 2 tugs if adverse weather.

011 **Unberthing** LOA: Max 130m
Draft: Max. 12.2m + tide – 10%UKC
Time: 24 hrs.
Tugs: 1. If no anchor down 2.
Remarks: Ro-Ro vessel 2 tugs if adverse weather.

020 **Berthing** LOA: Max 230m
Draft: Max. 12.2m + tide – 10%UKC
Time: 24 hrs.
Tugs: 2
Remarks:

021 **Unberthing** LOA: Max 230m
Draft: Max. 12.2m + tide – 10%UKC
Time: 24 hrs.
Tugs: 2
Remarks:

030 **Berthing** LOA: Max 270m
Draft: Max. 12.2m + tide – 10%UKC
Time: 24 hrs.
Tugs: 2 incl. 1 GI est. if no bow thruster.
 1 if bow & stern thrusters fitted.
Remarks:

031 **Unberthing** LOA: Max 270m
Draft: Max. 12.2m + tide – 10%UKC
Time: 24 hrs.
Tugs: 2. 1 if bow & stern thrusters fitted.
Remarks:

040 **Berthing** LOA: Max 350m
Draft: Max. 12.2m + tide – 10%UKC
Time: 24 hrs.
Tugs: 3 incl. 1 GI est. if no bow thruster.
 1 if bow & stern thrusters fitted.
Remarks:

041 **Unberthing** LOA: Max 350m
Draft: Max. 12.2m + tide – 10%UKC
Time: 24 hrs.
Tugs: 2. 1 if bow & stern thrusters fitted.
Remarks:

General Remarks:

Please see Chapter 4(1) Berthing Remarks for Kwai Chung Terminals

Berthing Guidelines*Pending*

Location : KC6

Kwai Chung berth 6*(Declared Depth 14.2m)*

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

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

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

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

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

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

040 **Berthing** LOA: Max 350m
Draft: Max. 14.2m + tide – 10%UKC
Time: 24 hrs.
Tugs: 3 incl. 1 GI est. if no bow thruster.
 1 if bow & stern thrusters fitted.
Remarks:

041 **Unberthing** LOA: Max 350m
Draft: Max. 14.2m + tide – 10%UKC
Time: 24 hrs.
Tugs: 2. 1 if bow & stern thrusters fitted.
Remarks:

General Remarks:

- Please see Chapter 4(1) Berthing Remarks for Kwai Chung Terminals.
- Vessels intending to sail or arrive with draft exceeding 15.0m should inform VTC & HK Pilots in ample time for consideration.
- KC6/7 Basin declared depth 15.5m

Berthing Guidelines

PAC endorsed on 1 November 2005

Location : KC7

Kwai Chung berth 7

(Declared Depth 14.2m)

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

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

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

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

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

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

040 Berthing LOA: Max 350m
Draft: Max. 14.2m + tide – 10%UKC
Time: 24 hrs.
Tugs: 3 incl. 1 GI est. if no bow thruster.
1 if bow & stern thrusters fitted.
Remarks:

041 Unberthing LOA: Max 350m
Draft: Max. 14.2m + tide – 10%UKC
Time: 24 hrs.
Tugs: 2. 1 if bow & stern thrusters fitted.
Remarks:

General Remarks:

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

Berthing Guidelines*Pending*

Location : KC7

Kwai Chung berth 7*(Declared Depth 15.5m)*

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

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

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

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

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

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

040 **Berthing** LOA: Max 350m
Draft: Max. 15.0m + tide – 10%UKC
Time: 24 hrs.
Tugs: 3 incl. 1 GI est. if no bow thruster.
 1 if bow & stern thrusters fitted.
Remarks:

041 **Unberthing** LOA: Max 350m
Draft: Max. 15.0m + tide – 10%UKC
Time: 24 hrs.
Tugs: 2. 1 if bow & stern thrusters fitted.
Remarks:

General Remarks:

- Please see Chapter 4(1) Berthing Remarks for Kwai Chung Terminals.
- Vessels intending to sail or arrive with draft exceeding 15.0m should inform VTC & HK Pilots in ample time for consideration.
- **KC6/7 Basin declared depth 15.5m**

Location : KC6/O-F

Kwai Chung berth 6 outerfoul

(Declared Depth 12.2m)

010 **Berthing** LOA: Max 250m

Draft: Max. 12.2m + tide – 10%UKC

Time: 24 hrs.

Tugs: 2

Remarks: Thruster 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:

Please see Chapter 4(1) Berthing Remarks for Kwai Chung Terminals.

Berthing Guidelines*Pending*

Location : KC6/O-F

Kwai Chung berth 6 outer-foul*(Declared Depth 14.2m)*

010 **Berthing** LOA: Max 250m
Draft: Max. 14.2m + tide – 10%UKC
Time: 24 hrs.
Tugs: 2
Remarks: Thruster not considered.

011 **Unberthing** LOA: Max 250m
Draft: Max. 14.2m + tide – 10%UKC
Time: 24 hrs.
Tugs: 2
Remarks: Thrusters not considered.

020 **Berthing** LOA: Max 290m
Draft: Max. 14.2m + 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. 14.2m + tide – 10%UKC
Time: 24 hrs.
Tugs: 2
Remarks: Thrusters not considered.

General Remarks:

- Please see Chapter 4(1) Berthing Remarks for Kwai Chung Terminals.
- Vessels intending to sail or arrive with draft exceeding 15.0m should inform VTC & HK Pilots in ample time for consideration.
- KC6/7 Basin declared depth 15.5m

Location : KC7/O-F

Kwai Chung berth 7 outer-foul

(Declared Depth 14.2m)

010 Berthing LOA: Max 250m
Draft: Max. 14.2m + tide – 10%UKC
Time: 24 hrs.
Tugs: 2
Remarks: Thruster not considered.

011 Unberthing LOA: Max 250m
Draft: Max. 14.2m + tide – 10%UKC
Time: 24 hrs.
Tugs: 2
Remarks: Thrusters not considered.

020 Berthing LOA: Max 290m
Draft: Max. 14.2m + 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. 14.2m + tide – 10%UKC
Time: 24 hrs.
Tugs: 2
Remarks: Thrusters not considered.

General Remarks:

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

Berthing Guidelines

Pending

Location : KC7/O-F

Kwai Chung berth 7 outerfoul

(Declared Depth 15.5m)

010 Berthing LOA: Max 250m
Draft: Max. 15.0m + tide – 10%UKC
Time: 24 hrs.
Tugs: 2
Remarks: Thruster not considered.

011 Unberthing LOA: Max 250m
Draft: Max. 15.0m + tide – 10%UKC
Time: 24 hrs.
Tugs: 2
Remarks: Thrusters not considered.

020 Berthing LOA: Max 290m
Draft: Max. 15.0m + 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. 15.0m + tide – 10%UKC
Time: 24 hrs.
Tugs: 2
Remarks: Thrusters not considered.

General Remarks:

- Please see Chapter 4(1) Berthing Remarks for Kwai Chung Terminals.
- Vessels intending to sail or arrive with draft exceeding 15.0m should inform VTC & HK Pilots in ample time for consideration.
- **KC6/7 Basin declared depth 15.5m**

Berthing Guidelines

PAC endorsed on 1 February 2006

Location : URMPS/URMA

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

LOA=230m : Restricted transit period @ Mawan = Current Against >2.5 knots / With >1.5 knots
LOA>230m£ 255m : Restricted transit period @ Mawan = Current Against >2.0 knots / With >1.0 knot
LOA>255m : Restricted transit period @ Mawan = Current Against >1.5 knots / With >0.5 knots
 (per current info. supplied by HYDRO office)
Transit @ Mawan : Day = (Sunrise – 30mins.) To (Sunset + 30mins.)

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

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

020 **N. bound** LOA: Max 198m
Draft: Max. 12.5m (min 10% UKC)
Time: Subject to current condition @
 Mawan
Tugs: 1 escort @ Mawan for Mawan
 Transit
 To URMA: +1 @ URMA if
 Draft>10m.
Remarks: Day: 1 pilot
 Night: 2 pilots

021 **S. bound** LOA: Max 198m
Draft: Max. 12.5m (min 10% UKC)
Time: Subject to current condition @
 Mawan
Tugs: 1 escort @ Mawan for Mawan
 Transit
 From URMA: +1 @ URMA if
 Draft>10m.
Remarks: Day: 1 pilot
 Night: 2 pilots

030 **N. bound** LOA: Max 230m
Draft: Max. 13m (min 10% UKC)
Time: Subject to current condition @
 Mawan
 Draft>12.5m day transit only
Tugs: 1 escort @ Mawan for Mawan
 Transit
 To URMA: +1 @ URMA if
 Draft>10m.
Remarks: 2 pilots.

031 **S. bound** LOA: Max 230m
Draft: Max. 13m (min 10% UKC)
Time: Subject to current condition @
 Mawan
 Draft>12.5m day transit only
Tugs: 1 escort @ Mawan for Mawan
 Transit
 From URMA: +1 @ URMA if
 Draft>10m.
Remarks: 2 pilots.

General Remarks:

- Thrusters not considered.
- Tidal window current reference point: 22-21.599N 114-04.125E
- **PILOT BOARDING TIME FOR MA WAN TRANSIT**
 @URMPS, URMA, NC & WITHIN HARBOUR:
 - Draft exceeds 14m or harbour speed less than 11 knots – Mawan transit time minus 1.5 hours;
 - Other ships - Mawan transit time minus 1 hour.

Berthing Guidelines

Pending

Location : URMPS/URMA

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

LOA=230m : Restricted transit period @ Mawan = Current Against >2.5 knots / With >1.5 knots
LOA>230m =255m : Restricted transit period @ Mawan = Current Against >2.0 knots / With >1.0 knot
LOA>255m : Restricted transit period @ Mawan = Current Against >1.5 knots / With >0.5 knots
 (per current info. supplied by HYDRO office)
Transit @ Mawan : Day = (Sunrise – 30 mins.) To (Sunset + 30 mins.)

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

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

020 **N. bound** LOA: Max 198m
Draft: Max. 12.5m (min 10% UKC)
Time: Subject to current condition @ Mawan
Tugs: 1 escort @ Mawan for Mawan Transit
To URMA: +1 @ URMA if Draft>10m.
Remarks: Day: 1 pilot
 Night: 2 pilots

021 **S. bound** LOA: Max 198m
Draft: Max. 12.5m (min 10% UKC)
Time: Subject to current condition @ Mawan
Tugs: 1 escort @ Mawan for Mawan Transit
From URMA: +1 @ URMA if Draft>10m.
Remarks: Day: 1 pilot
 Night: 2 pilots

030 **N. bound** LOA: Max 230m
Draft: Max. 13m (min 10% UKC)
Time: Subject to current condition @ Mawan
 Draft>12.5m day transit only
Tugs: 1 escort @ Mawan for Mawan Transit
To URMA: +1 @ URMA if Draft>10m.
Remarks: 2 pilots.

031 **S. bound** LOA: Max 230m
Draft: Max. 13m (min 10% UKC)
Time: Subject to current condition @ Mawan
 Draft>12.5m day transit only
Tugs: 1 escort @ Mawan for Mawan Transit
From URMA: +1 @ URMA if Draft>10m.
Remarks: 2 pilots.

Location : URMPS/URMA

Transit Mawan – Bulker & Tanker

(All vessels other than passenger & container ship)

LOA=230m : Restricted transit period @ Mawan = Current Against >2.5 knots / With >1.5 knots
LOA>230m£ 255m : Restricted transit period @ Mawan = Current Against >2.0 knots / With >1.0 knot
LOA>255m : Restricted transit period @ Mawan = Current Against >1.5 knots / With >0.5 knots
 (per current info. supplied by HYDRO office)
Transit @ Mawan : Day = (Sunrise – 30mins.) To (Sunset + 30mins.)

040 **N. bound** LOA: Max 255m
Draft: Max. 14m (min 10% UKC)
Time: Day light only
 Subject to current condition @ Mawan
Tugs: 1 escort @ Mawan for Mawan Transit; from GI if Draft>10m.
To URMA: 1 escort @ Mawan for Mawan Transit +1 @ URMA; 1 escort from GI through to URMA if Draft>10m.
Remarks: 2 pilots.

041 **S. bound** LOA: Max 255m
Draft: Max. 14m (min 10% UKC)
Time: Day light only
 Subject to current condition @ Mawan
Tugs: 1 escort @ Mawan for Mawan Transit.
From URMA: 1 escort @ Mawan for Mawan Transit; from URMA if Draft>10m.
Remarks: 2 pilots.

050 **N. bound** LOA: Max 280m
Draft: Max. 16.8m (min 10% UKC)
Time: Day light only
 Subject to current condition @ Mawan
Tugs: 1 escort from GI for Mawan Transit; +1 @ Mawan if Draft>14m.
To URMA: 1 escort from GI to URMA; +1 from Mawan to URMA if Draft>14m.
Remarks: 2 pilots.

051 **S. bound** LOA: Max 280m
Draft: Max. 16.8m (min 10% UKC)
Time: Day light only
 Subject to current condition @ Mawan
Tugs: 1 escort @ Mawan for Mawan Transit; 2 if Draft>14m.
From URMA: 1 escort from URMA for Mawan Transit; +1 @ Mawan if Draft>14m.
Remarks: 2 pilots.

General Remarks:

- Thrusters not considered.
- Tidal window current reference point: 22-21.599N 114-04.125E
- **PILOT BOARDING TIME FOR MA WAN TRANSIT**
 @URMPS, URMA, NC & WITHIN HARBOUR:
 - Draft exceeds 14m or harbour speed less than 11 knots – Mawan transit time minus 1.5 hours;
 - Other ships - Mawan transit time minus 1 hour.

Berthing Guidelines

Pending

Location : URMPS/URMA
(cont'd)

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

040 **N. bound** LOA: Max 255m
Draft: Max. 14m (min 10% UKC)
Time: Day light only
 Subject to current condition @
 Mawan
Tugs: 1 escort @ Mawan for Mawan
 Transit; from GI if Draft>10m.
 To URMA: 1 escort @ Mawan for
 Mawan Transit +1 @ URMA; 1
 escort from GI through to URMA if
 Draft>10m.
Remarks: 2 pilots.

041 **S. bound** LOA: Max 255m
Draft: Max. 14m (min 10% UKC)
Time: Day light only
 Subject to current condition @
 Mawan
Tugs: 1 escort @ Mawan for Mawan
 Transit.
 From URMA: 1 escort @ Mawan
 for Mawan Transit; from URMA if
 Draft>10m.
Remarks: 2 pilots.

050 **N. bound** LOA: Max 290m
Draft: Max. 16.8m (min 10% UKC)
Time: Day light only
 Subject to current condition @
 Mawan
Tugs: 1 escort from GI for Mawan Transit;
 +1 @ Mawan if Draft>14m.
 To URMA: 1 escort from GI to
 URMA; +1 from Mawan to URMA
 if Draft>14m.
Remarks: 2 pilots.

051 **S. bound** LOA: Max 290m
Draft: Max. 16.8m (min 10% UKC)
Time: Day light only
 Subject to current condition @
 Mawan
Tugs: 1 escort @ Mawan for Mawan
 Transit; 2 if Draft>14m.
 From URMA: 1 escort from URMA
 for Mawan Transit; +1 @ Mawan if
 Draft>14m.
Remarks: 2 pilots.

General Remarks:

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

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

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

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

010 N. bound LOA: Max 183m
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

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

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

Remarks: 2 pilots.

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

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

Remarks: 2 pilots.

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

Tugs: 1 escort from Kellett buoy for Mawan Transit.
To URMA: +1 @ URMA (tug @ URMA exempted for vessels with thrusters and Draft≤13.5m. Thrusters not considered if Draft>13.5m).

Remarks: 2 pilots.

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

Tugs:
Remarks:

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

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

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

Remarks: 2 pilots.

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

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

Remarks: 2 pilots.

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

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

Remarks: 2 pilots.

Berthing Guidelines

Pending

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

<p>010 N. bound LOA: Max 183m Draft: Max. 12m (min. 10% UKC) Time: 24 hrs. Draft>10m subject to current condition @ Mawan Tugs: Remarks:</p>	<p>011 S. bound LOA: Max 183m Draft: Max. 12m (min. 10% UKC) Time: 24 hrs. Draft>10m subject to current condition @ Mawan Tugs: Remarks:</p>
<p>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</p>	<p>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</p>
<p>030 N. bound LOA: Max 250m Draft: Max. 13m (min. 10% UKC) Time: Subject to current condition @ Mawan Tugs: 1 escort @ Mawan for Mawan Transit. <u>To URMA:</u> +1 @ URMA (tug @ URMA exempted for vessels with thrusters). Remarks: 2 pilots.</p>	<p>031 S. bound LOA: Max 250m Draft: Max. 13m (min. 10% UKC) Time: Subject to current condition @ Mawan Tugs: 1 escort @ Mawan for Mawan Transit. <u>From URMA:</u> +1 @ URMA (tug @ URMA exempted for vessels with thrusters). Remarks: 2 pilots.</p>
<p>040 N. bound LOA: Max 280m Draft: Max. 13.5m (min. 10% UKC) Time: Subject to current condition @ Mawan Tugs: 1 escort from Kellett buoy for Mawan Transit. <u>To URMA:</u> +1 @ URMA (tug @ URMA exempted for vessels with thrusters). Remarks: 2 pilots.</p>	<p>041 S. bound LOA: Max 280m Draft: Max. 13.5m (min. 10% UKC) Time: Subject to current condition @ Mawan Tugs: 1 escort @ Mawan for Mawan Transit. <u>From URMA:</u> +1 @ URMA (tug @ URMA exempted for vessels with thrusters). Remarks: 2 pilots.</p>

ON TRIAL

Provisional Berthing Guideline for Over length Container Ship (LOA>310m) Transiting Ma Wan

Berthing Guidelines

Location : URMPS-C/URMA-C **Transit Ma Wan – Container ship**

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

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

060	N. bound	LOA: Max 335m	061	S. bound	LOA: Max 335m
Draft:	Max. 14.5m (min. 10% UKC)		Draft:	Max. 14.5m (min. 10% UKC)	
Time:	Subject to current condition @ Ma Wan D>14.5m Daylight transit only		Time:	Subject to current condition @ Ma Wan D>14.5m Daylight transit only	
Tugs:	1 escort from Kellett buoy for Ma Wan Transit		Tugs:	1 escort @ Ma Wan for Ma Wan Transit	
Remarks:	2 pilots. See General Remarks		Remarks:	2 pilots. See General Remarks	

General Remarks:

1. Vessel of LOA >310m is not permitted to anchor within the area between Ma Wan West and URMPS.
2. In case of special circumstances and conditions, when vessel of LOA >310m is required to anchor within the area between Ma Wan West and URMPS, she shall obtain prior approval from VTC and comply with the conditions required by VTC/MD.
3. Container vessel of LOA >335m, first time caller for transiting Ma Wan, is subject to Practical Assessment through (a) Restricted Ma Wan Transit tidal window (b) Special tug requirement.

Berthing Guidelines*Pending*

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

Transit Mawan – Passenger & Container ship

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

Remarks: 2 pilots.

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

Remarks: 2 pilots.

060 **N. bound** LOA: Max 352m
Draft: Max. 14.5m (min. 10% UKC)
Time: Subject to current condition @ Ma
Wan
D>14.5m Daylight transit only
Tugs: 1 escort from Kellett buoy for Ma
Wan Transit

Remarks: 2 pilots.
See General Remarks

061 **S. bound** LOA: Max 352m
Draft: Max. 14.5m (min. 10% UKC)
Time: Subject to current condition @ Ma
Wan
D>14.5m Daylight transit only
Tugs: 1 escort @ Ma Wan for Ma Wan
Transit

Remarks: 2 pilots.
See General Remarks

General Remarks:

1. Vessels of LOA >310m are not permitted to anchor within the area between Ma Wan West and URMPS.
2. In case of special circumstances and conditions, when vessel of LOA >310m is required to anchor within the area between Ma Wan West and URMPS, she shall obtain prior approval from VTC and comply with the conditions required by VTC/MD.
3. Container vessel of LOA >352m, transiting Ma Wan for the first time, are subject to Practical Assessment through (a) Restricted Ma Wan Transit tidal window (b) Special tug requirement.

Item 13

Berthing Guidelines

Pending

Location : KEL-1

Kellett Anchorage No.1

010 To anchorage LOA: Max 300m
Draft: Max. 11.0m (min 10% UKC)
Time: 24 hrs.
Tugs: 1 if D>10m or LOA > 230m
Remarks:

011 From anchorage LOA: Max 300m
Draft: Max. 11.0m (min 10% UKC)
Time: 24 hrs.
Tugs: 1 if D>10m or LOA > 230m
Remarks:

Berthing Guidelines

Pending

Location : KEL-2

Kellett Anchorage No.2

010 **To anchorage** LOA: Max 150m

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

Time: 24 hrs.

Tugs:

Remarks:

011 **From anchorage** LOA: Max 150m

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

Time: 24 hrs.

Tugs:

Remarks:

Berthing Guidelines

Pending

Location : KEL-3

Kellett Anchorage No.3

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

Draft: Max. 9.5m (min 10% UKC)

Time: 24 hrs.

Tugs:

Remarks:

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

Draft: Max. 9.5m (min 10% UKC)

Time: 24 hrs.

Tugs:

Remarks:

Berthing Guidelines*Pending*

Location: KC20

Kwai Chung berth 20
(Declared Depth at Berth 15.5 m)

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

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

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

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

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

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

040 **Berthing** LOA: Max 310m
Draft: Max. 15.0m + tide – 10% UKC
Time: 24 hrs.
Tugs: 3 incl. 1 GI est. if no bow thruster.
 1 if bow & stern thrusters fitted.
Remarks:

041 **Unberthing** LOA: Max 310m
Draft: Max. 15.0m + tide – 10% UKC
Time: 24 hrs.
Tugs: 2. 1 if bow & stern thrusters fitted.
Remarks:

Remarks:

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

ON TRIAL – Phase I

Location : HKELECT(N)

Lamma power station north wharf*(Declared Depth of Channel & Berth 15.5m)*

010 **Berthing** LOA: Max 172m
Draft: Max. 10.0m (min 15% UKC)
Time: 24 hours
Tugs: 2
Remarks: Starboard side to.
Day: 1 pilot, Night: 2 pilots.

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

020 **Berthing** LOA: Max 198m
Draft: Max. 11.5m (min 15% UKC)
Time: D: HW-1.5 to LW+1.5
N: HW-0.5 to LW-1
Outerfoul:
D: HW-1.5 to HW+1
N: HW-0.5 to HW+1
Tugs: 3 incl. 2 est.
Remarks: Starboard side to.
Day: 1 pilot, Night: 2 pilots.

021 **Unberthing** LOA: Max 198m
Draft: Max. 11.5m (min 15% UKC)
Time: 24 hours

Tugs: 2. If D>9m 3
Remarks: Night: Draft >8.5m 2 pilots.

030 **Berthing** LOA: Max 250m
Draft: Max. 14.6m (min 15% UKC)
Time: D: HW-1.5 to LW+1
N: HW-0.5 to LW-1
Outerfoul:
D: HW-1.5 to HW+1
N: HW-0.5 to HW+1
Tugs: 4 incl. 2 est.
Remarks: Starboard side to.
Day: 1 pilot, Night: 2 pilots.

031 **Unberthing** LOA: Max 250m
Draft: Max. 14.6m (min 15% UKC)
Time: 24 hours

Tugs: 3. If D>10m 4
Remarks: Day: 1 pilot, Night: 2 pilots.

040 **Berthing** LOA: Max 262m
Draft: Max. 14.6m (min 15% UKC)
Time: D: **HW-1 to HW+1**
 LW-1 to LW+1
N: HW-0.5 to HW+0.5
Outerfoul: HW-0.5 to HW+0.5
D&N
Tugs: 4 incl. 2 est.
Remarks: 2 pilots. Starboard side to.
Not exceeding 100,000 DWT.

041 **Unberthing** LOA: Max 262m
Draft: Max. 14.6m (min 15% UKC)
Time: 24 hours

Tugs: 3. If D>10m 4
Remarks: 2 pilots.

Berthing Guidelines

Pending

ON TRIAL – Phase I

Location : HKELECT(S)

Lamma power station south wharf*(Declared Depth of Channel & Berth 15.5m)*

010 **Berthing** LOA: Max 172m
Draft: Max. 10.0m (min 15% UKC)
Time: 24 hours
Tugs: 2
Remarks: Starboard side to.
Day: 1 pilot, Night: 2 pilots.

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

020 **Berthing** LOA: Max 198m
Draft: Max. 11.5m (min 15% UKC)
Time: D: HW-1.5 to LW+1.5
N: HW-0.5 to LW-1
Tugs: 3 incl. 2 est.
Remarks: Starboard side to.
Day: 1 pilot, Night: 2 pilots.

021 **Unberthing** LOA: Max 198m
Draft: Max. 11.5m (min 15% UKC)
Time: 24 hours
Tugs: 2. If D>9m 3
Remarks: Night: Draft >8.5m 2 pilots.

030 **Berthing** LOA: Max 250m
Draft: Max. 14.6m (min 15% UKC)
Time: D: HW-1.5 to LW+1
N: HW-0.5 to LW-1
Tugs: 4 incl. 2 est.
Remarks: Starboard side to.
Day: 1 pilot, Night: 2 pilots.

031 **Unberthing** LOA: Max 250m
Draft: Max. 14.6m (min 15% UKC)
Time: 24 hours
Tugs: 3. If D>10m 4
Remarks: Day: 1 pilot, Night: 2 pilots.

040 **Berthing** LOA: Max 262m
Draft: Max. 14.6m (min 15% UKC)
Time: D: **HW-1 to HW+1**
LW-1 to LW+1
N: HW-0.5 to HW+0.5
Tugs: 4 incl. 2 est.
Remarks: 2 pilots. Starboard side to.
Not exceeding 100,000 DWT.

041 **Unberthing** LOA: Max 262m
Draft: Max. 14.6m (min 15% UKC)
Time: 24 hours
Tugs: 3. If D>10m 4
Remarks: 2 pilots.