

## **PILOTAGE ADVISORY COMMITTEE**

### **Proposed Amendments to the Berthing Guidelines**

#### **Purpose**

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

#### **Amendments**

2. The proposed amendments in Annex I are:
  - a) to include new Permanent Aviation Fuel Facility at Tuen Mun;
  - b) to update the records of the fleet of Hong Kong Tug and Yiu Lian Tug;
  - c) to update the berth/wharf/terminal information;
  - d) to update the Government mooring buoys information;
  - e) to revise the tug requirement for China Light & Power Station;
  - f) to revise the maximum draft for Shiu Wing Steel Wharf; and
  - g) to incorporate new berthing guidelines for container ship of LOA 366m transiting Mawan after the completion of trials.

#### **Provisional Berthing Guidelines**

3. Provisional guidelines for China Light & Power Station for bulker of LOA 305m, Permanent Aviation Fuel Facility and bulker/tanker of LOA 305m transiting Ma are also attached at Annexes II to IV for members' information:

#### **Consultation**

4. The proposed amendments concerning items a) - c) and e) – g) in paragraph 2 above have been circulated and endorsed by the PAC Working Group.

5. Item d) in paragraph 2 above is to update the Government mooring buoys (GMB) information as per Marine Department Notice Nos. 55, 163 and 178 in 2009.

**Recommendation**

6. Members are recommended to endorse the proposed amendments.

*Marine Department  
January 2009*

## Notes on Proposed Amendments to Berthing Guidelines

Item No.	Description	Amendments	Reason and Remarks (if any)
1.	Chapter 1 – INDEX (under Berthing Guidelines Index – Code and Location)	Below “OTSO” & “Ocean Terminal south berth outer-foul” – insert “PAFF” & “Permanent Aviation Fuel Facility” under Code and Location respectively.	New oil berth at Tuen Mun which will commence operation in December 2009.
2(a).	Chapter 6 – Tugs Information (a) Hong Kong Tug (Under Name, HP, B.pull (tonnes) & Remarks)	(a) Delete tug “Heung Kong, 3000, 37, Grade 1”; and (b) Delete tug “Kwai Chung, 3000, 37, Grade 1”.	To update the fleet of Hong Kong Tug.
2(b).	Chapter 6 – Tugs Information (Under Name, HP, B.pull (tonnes) & Remarks) (b) Yiu Lian Tug	(a) Delete tug “Hai An, 4000, 52.8, Grade 1”. (b) Delete tug “Hai Tai, 4000, 52.8, Grade 1”. (c) Delete tug “Yiu Lian 6, 4000, 52.8, Grade 1”. (d) Add new tugs “Hai Tong, 4000, 52, Grade 1” & “Hai You, 4000, 52, Grade 1” below tug “Hai Qi”; and (e) Add new tug “Yiu Lian 26, 2600, 35, Grade 1” below tug “Yiu Lian 18”.	To update the fleet of Yiu Lian Tug.

3.	Chapter 8 – BERTH/WHARF/ TERMINAL INFORMATION (under BERTH, Draft(m), Direction, Length & Telephone No.)	<p>(a) CMKEN-N &amp; CMKEN-S – replace telephone No. “2816 8118 day’ by “<b>2816 8398 9125 3296</b>”;</p> <p>(b) EURO 1 – replace telephone No. “2436 8102” by “<b>2436 8222</b>”;</p> <p>(c) EURO 2 – replace telephone No. “2436 8102” by “<b>2436 8233</b>”;</p> <p>(d) HUDSW – replace telephone No. “2495 1211” by “<b>2431 2645</b>”;</p> <p>(e) LOP – replace telephone No. “9032 7105” by “<b>9369 2741</b>”;</p> <p>(f) Below OTS – insert “<b>PAFF, 15, 280, 135/315, 505 &amp; 2212 5720, 2212 5721</b>”; and</p> <p>(g) SWSTL – replace draft “11.5m” by “<b>8.0m</b>”.</p>	<p>(a)– (e) To update the telephone number of the berths.</p> <p>(f) Same as Item 1.</p> <p>(g) SWSTL reported that the depth of wharf reduced due to silting.</p>
4.	Chapter 11 – Government Mooring Buoys (Under Buoy, LOA & Draft)	<p>(a) Replace “A36*” by “<b>A36</b>”;</p> <p>(b) Replace the draft of “8.5” of “A17*” by “<b>9.0</b>”;</p> <p>(c) Replace the draft of “9.0” of “A43*” by “<b>9.3</b>”;</p> <p>(d) Delete buoy “A13, 183, 8.8”;</p> <p>(e) Delete buoy “A46*, 183, 10.8”;</p> <p>(f) Delete buoy “A60, 183, 7.8”;</p> <p>(g) Delete buoy “A62, 198, 10.2”;</p> <p>(h) Delete buoy “A70, 170, 9.9”;</p> <p>(i) Delete buoy “A76, 170, 9.6”;</p> <p>(j) Delete buoy “B01*, 120, 4.8”;</p> <p>(k) Delete buoy “B05, 137, 7.5”;</p> <p>(l) Delete buoy “B06, 137, 9.0”;</p> <p>(m) Delete buoy “B20, 137, 7.9”;</p> <p>(n) Delete buoy “B26, 137, 9.7”;</p> <p>(o) Delete buoy “B31, 137, 9.1”;</p>	<p>To update the government mooring buoys information as per MDN No. 55, 163 and 178 of 2009.</p>

5.	Chapter 12 – Berthing Guidelines **INDEX** (under Code and Location)	Below “OTSO” & “Ocean Terminal south berth outer-foul” – insert “PAFF” & “Permanent Aviation Fuel Facility” under Code and Location respectively.	Same as Item 1.
6.	Location : CLPTSK (China light power station (TSK))	(a) Item 040 Berthing – replace Tugs requirement “4 tugs minimum 3000hp each incl. 1 escort from GI + 1 @ Mawan to berth From URMA: 4 tugs minimum 3000hp each incl. 1 escort from URMA to berth” by “4 tugs incl. 1 escort from GI & 1 @ Mawan to berth From URMA: 4 tugs incl. 1 escort from URMA to berth” and (b) Item 041 Unberthing – replace Tugs requirement “2 incl. 1 escort @ Mawan or 2 escort @ Mawan if Draft >14m To URMA: 2 incl. 1 escort from berth to URMA. If Draft >14m 2 escort from berth to URMA” by “2 incl. 1 escort @ Mawan If Draft >14m, 3 incl. 2 escort @ Mawan To URMA: 2 incl. 1 escort from berth to URMA. If Draft >14m, 3 incl. 2 escort from berth to URMA”.	To reflect current operational need based on practical experience.
7.	Location : SWSTL (Shiu Wing steel wharf)	All Items – replace all maximum drafts of “10m” or “11.5m” by “8.0m”; and replace UKC of “10%” by “15%”.	SWSTL reported that the depth of wharf reduced due to silting.
8.	Location : URMPS-C/URMA-C (Transit Mawan –Passenger & Container ship)	To incorporate new berthing information Item 070 and Item 071 in the Berthing Guidelines.	Completion of trials for container ship of LOA 366m.

## Chapter: 1

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4	Berthing remarks
5	List of important telephone numbers
6	Tugs information
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8	Berth/wharf/terminal information
9	Typhoon procedure
10	Miscellaneous
11	Government mooring buoys
12	Berthing guidelines : by location code (Index)
	Berthing guidelines : by location code
13	Amendment log sheet

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**\*\* BERTHING GUIDELINES INDEX \*\***

<b>Code</b>	<b>Location</b>
BUOY	Government mooring buoy
CCEMENT	China Cement Company (TSK)
CFT	China ferry terminal
CHT	Cruise Ship Transiting Central Harbour
CLPTSK	China light power station (TSK)
CMKEN-N	China Merchant Kennedy Town north berth
CMKEN-S	China Merchant Kennedy Town south berth
CRC-A	China Resources T/Y main berth (A)
CRC-B	China Resources T/Y west berth (B)
CRC-C	China Resources T/Y east berth (C)
CRC-CW	China Resources Chai Wan berth
CRC3-TY	China Resources T/Y No. 3 berth
CTX	Caltex T/Y main berth
CTX-5	Caltex T/Y No. 5 berth
CTX-6A	Caltex T/Y No. 6A berth
CTX-LPG	Caltex T/Y LPG berth
ESSO	Esso oil terminal main berth
ESSO-EL	Esso oil terminal electric power wharf
EURO 1, 2	Euro-Asia berth 1, 2
HKELECT(N)	Lamma power station north wharf
HKELECT(S)	Lamma power station south wharf
JBDGA	Junk Bay DG anchorage
KC1,2,3,5	Kwai Chung berth 1,2,3 & 5
KC4	Kwai Chung berth 4
KC6	Kwai Chung berth 6
KC7	Kwai Chung berth 7
KC6/O-F	Kwai Chung berth 6 outer-foul
KC7/O-F	Kwai Chung berth 7 outer-foul

Chapter: 1

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CCEMENT	China Cement Company (TSK)
CFT	China ferry terminal
CHT	Cruise Ship Transiting Central Harbour
CLPTSK	China light power station (TSK)
CMKEN-N	China Merchant Kennedy Town north berth
CMKEN-S	China Merchant Kennedy Town south berth
CRC-A	China Resources T/Y main berth (A)
CRC-B	China Resources T/Y west berth (B)
CRC-C	China Resources T/Y east berth (C)
CRC-CW	China Resources Chai Wan berth
CRC3-TY	China Resources T/Y No. 3 berth
CTX	Caltex T/Y main berth
CTX-5	Caltex T/Y No. 5 berth
CTX-6A	Caltex T/Y No. 6A berth
CTX-LPG	Caltex T/Y LPG berth
ESSO	Esso oil terminal main berth
ESSO-EL	Esso oil terminal electric power wharf
EURO 1, 2	Euro-Asia berth 1, 2
HKELECT(N)	Lamma power station north wharf
HKELECT(S)	Lamma power station south wharf
JBDGA	Junk Bay DG anchorage
KC1,2,3,5	Kwai Chung berth 1,2,3 & 5
KC4	Kwai Chung berth 4
KC6	Kwai Chung berth 6
KC7	Kwai Chung berth 7
KC6/O-F	Kwai Chung berth 6 outer-foul
KC7/O-F	Kwai Chung berth 7 outer-foul
KC8,9	Kwai Chung berth 8&9
KC10-12	Kwai Chung berth 10-12

<b>Code</b>	<b>Location</b>
KC8,9	Kwai Chung berth 8&9
KC10-12	Kwai Chung berth 10-12
KC13-14	Kwai Chung berth 13-14
KC15	Kwai Chung berth 15
KC16-19	Kwai Chung berth 16-19
KC20	Kwai Chung berth 20
KEL-1	Kellett Anchorage No.1
KEL-2	Kellett Anchorage No.2
KEL-3	Kellett Anchorage No.3
KYCA	Kau Yi Chau DG anchorage
LOP	Lok On Pai oil berth
MFT	Macau ferry terminal
MOBIL	Mobil oil terminal main berth
MOBIL-E	Mobil oil terminal east berth
MWA	Ma Wan anchorage
NLA	North Lamma anchorage
NWLA	North West Lamma anchorage
OTN	Ocean Terminal north berth
OTNO	Ocean Terminal north berth outer-foul
OTS	Ocean Terminal south berth
OTSO	Ocean Terminal south berth outer-foul
PSSA-E	Pun Shan Shek anchorage east
PSSA-W	Pun Shan Shek anchorage west
RDGA	Reserved dangerous goods anchorage
RTT-1	River Trade Terminal No.1 berth
RTT-2	River Trade Terminal No.2 berth
SEATRIAL	Sea trial, compass adjustment & DF Calibration
SHACHAU	Sha Chau oil terminal (TSK)
SHELL	Shell oil terminal main berth
SHELL-1E	Shell No. 1 east & west berth
SHELL-2E	Shell No. 2 & 3 east & west berth
SHELL-LPG	Shell oil terminal LPG berth
SLA	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
URMPS/URMA	Transit Mawan – Bulker & Tanker (All vessels other than passenger & container ship)
URMPS-C/URMA-C	Transit Mawan – Passenger & Container ship
WA-1	Western anchorage No.1
WA-2	Western anchorage No.2
WA-3	Western anchorage No.3
WQA	Western quarantine anchorage
YMTA	Yau Ma Tei anchorage
YUENFAT	Yuen Fat wharf No.2 berth



## Berthing Guidelines

Cont'd

<b>Code</b>	<b>Location</b>
KC13-14	Kwai Chung berth 13-14
KC15	Kwai Chung berth 15
KC16-19	Kwai Chung berth 16-19
KC20	Kwai Chung berth 20
KEL-1	Kellett Anchorage No.1
KEL-2	Kellett Anchorage No.2
KEL-3	Kellett Anchorage No.3
KYCA	Kau Yi Chau DG anchorage
LOP	Lok On Pai oil berth
MFT	Macau ferry terminal
MOBIL	Mobil oil terminal main berth
MOBIL-E	Mobil oil terminal east berth
MWA	Ma Wan anchorage
NLA	North Lamma anchorage
NWLA	North West Lamma anchorage
OTN	Ocean Terminal north berth
OTNO	Ocean Terminal north berth outer-foul
OTS	Ocean Terminal south berth
OTSO	Ocean Terminal south berth outer-foul
<b>PAFF</b>	<b>Permanent Aviation Fuel Facility</b>
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
URMPS/URMA	Transit Mawan – Bulker & Tanker (All vessels other than passenger & container ship)
URMPS-C/URMA-C	Transit Mawan – Passenger & Container ship
WA-1	Western anchorage No.1
WA-2	Western anchorage No.2
WA-3	Western anchorage No.3
WQA	Western quarantine anchorage
YMTA	Yau Ma Tei anchorage
YUENFAT	Yuen Fat wharf No.2 berth

## Chapter: 6

## TUGS INFORMATION

Name	HP.	B. pull (tonnes)	Remarks
<b><u>Hong Kong Tug</u></b> 2612 6800			
Ap Chau	4000	54	Grade I
Cheung Chau	4000	54	Grade I
Heung Kong	3000	37	Grade I
Hung Hom	3200	45.5	Grade I
Kau Lung	3200	45.5	Grade I
Kwai Chung	3000	37	Grade I
Lamma	3200	45.5	Grade I
Sha Chau	4000	54	Grade I
Sha Tin	4000	54	Grade I
Tap Mun	3200	45.5	Grade I
Ting Kau	4000	54	Grade I
Yuen Kok	4000	54	Grade I
Yeung Chau	4000	54	Grade I
<b><u>Yiu Lian Tug</u></b> 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
<b><u>South China Tug</u></b> 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
<b><u>Chung Hing Tug</u></b> 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
<b><u>Kam Hung No.38 Tug</u></b> 2619 6981-3			
Dong Tai	1280	19	Grade II
Kam Hung 18	1500	23	Grade II
Kam Hung 28	1280	19	Grade II
Kam Hung 38	1280	19	Grade II
Kam Hung 88	1500	23	Grade II
<b><u>Kong Luen Tug</u></b> 2540 2777 2548 8126			
H.K. United 20	2 × 850	20	Grade II

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**TUGS INFORMATION**

Name	HP.	B. pull (tonnes)	Remarks
<b><u>Hong Kong Tug</u></b> 2612 6800			
Ap Chau	4000	54	Grade I
Cheung Chau	4000	54	Grade I
Hung Hom	3200	45.5	Grade I
Kau Lung	3200	45.5	Grade I
Lamma	3200	45.5	Grade I
Sha Chau	4000	54	Grade I
Sha Tin	4000	54	Grade I
Tap Mun	3200	45.5	Grade I
Ting Kau	4000	54	Grade I
Yuen Kok	4000	54	Grade I
Yeung Chau	4000	54	Grade I
<b><u>Yiu Lian Tug</u></b> 2497 0655 2497 0686			
Hai Fa	3200	42	Grade I
Hai Qi	3200	42	Grade I
<b>Hai Tong</b>	<b>4000</b>	<b>52</b>	<b>Grade I</b>
<b>Hai You</b>	<b>4000</b>	<b>52</b>	<b>Grade I</b>
Hoi Lian	4000	52.8	Grade I
Yiu Lian 18	3200	42	Grade I
<b>Yiu Lian 26</b>	<b>2600</b>	<b>35</b>	<b>Grade I</b>
You Da	3200	42	Grade I
You Fa	3200	42	Grade I
<b><u>South China Tug</u></b> 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
<b><u>Chung Hing Tug</u></b> 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
<b><u>Kam Hung No.38 Tug</u></b> 2619 6981-3			
Dong Tai	1280	19	Grade II
Kam Hung 18	1500	23	Grade II
Kam Hung 28	1280	19	Grade II
Kam Hung 38	1280	19	Grade II
Kam Hung 88	1500	23	Grade II
<b><u>Kong Luen Tug</u></b> 2540 2777 2548 8126			
H.K. United 20	2 × 850	20	Grade II

## Chapter: 8

**BERTH /WHARF/TERMINAL INFORMATION**

<b>BERTH</b>	<b>Draft(m)</b>	<b>LOA(m)</b>	<b>Direction</b>	<b>Length</b>	<b>Telephone No.</b>
CCEMENT	14.0	240	112/292	270	2440 5111 2440 5233
CFT	7.0	153	078/258	270	2738 2906
CLPTSK	16.8	280	134/314	545	2404 8402
CMKEN-N	9.5	156	070/250	170	2816 8118 day
CMKEN-S	7.0	120	070/250	140	2816 8118 day
CRC-A	14.0	250	086/266	280	2431 3090
CRC-B	7.5	120	086/266	129	2431 3090
CRC-C	6.5	90	086/266	115	2431 3090
CRC-CW	5.0	65	172/352	70	2558 8341
CRC3-TY	7.5	120	124/304	>150	2431 3090
CTX	12.6	235	162/342	90	2431 2428
CTX-5	3.2	80	035/215	80	2431 2428
CTX-6A	7.3	110	055/235	50	2431 2428
CTX-LPG	6.5	114	072/252	95	2431 2428
ESSO	14.63	274	098/278	255	3197 8273
ESSO-EL	5.5	107	098/278	30	2497 0229
EURO 1	9.0	165	020/200	240	2436 8102
EURO 2	9.5	200	020/200	280	2436 8102
HKELECT (N)	14.6	262	170/350	290	2982 6270 2982 6274 9423 6670
HKELECT (S)	14.6	262	170/350	290	2982 6270 2982 6274 9423 6670
HUDSW dist. from f/d 80m as per HUD			008/188	250	2495 1211
KC 1-2	14.0	350	163/343	305	2115 3552
KC 3	14.0	350	163/343	305	2489 4745
KC 4	14.2	350	163/343	305	2619 7792
KC 5	14.0	350	073/253	457	2115 3552
KC 6	14.2	350	073/253	564	2619 7792
KC 7	15.0	350	073/253	564	2619 7792
KC 8	15.0	350	163/343	380	2619 7792
KC 9	15.0	350	163/343	450	2619 7792
KC 10	15.0	367	073/253	700	2619 7792
KC 11	15.0	367	073/253	338	2991 8022
KC 12	15.0	367	073/253	338	2991 8022
KC 13	15.0	350	073/253	338	2276 8137 2276 8138
KC 14	15.0	350	073/253	338	2276 8137 2276 8138
KC 15	15.0	352	163/343	350	3153 3021
KC 16	15.0	352	163/343	350	3153 3021
KC 17-18	15.0	352	163/343	350	2920 2616 2920 2645
KC 19	15.0	352	163/343	200	2920 2616 2920 2645
KC 20	15.0	310	042/222	340	2920 2616 2920 2645
LOP	8.0	122	089/269	125	2618 0192 9032 7105
MFT	5.0	120	104/284	220	2547 4039
MOBIL	14.6	250	089/269	267	3197 8133
MOBIL-E	7.5	107	089/269	41	3197 8133
OTN	8.5	270	078/258	340	2118 8951
OTS	10.67	290	078/258	381	2118 8951
RTT-1	8.5	175	116/296	200	2122 7155 9728 6230
RTT-2	8.5	150	026/206	250	2122 7155 9728 6230
SHACHAU	7.5	120	163/343	152	2613 9127 2988 6161
SHELL	14.5	245	150/330	226	2432 8704
SHELL - 1E	6.5	100	008/188	80	2432 8704
SHELL - 2E	5.5	90	008/188	75	2432 8704
SHELL-LPG	8.0	135	150/330	118	2432 8704
SWSTL	11.5	200	125/305	215	2618 8761
TPGAS	11.0	228	120/300	300	2666 2106 7116 3113-2909
YUENFAT	6.7	153	040/220	171	

Chapter: 8

**BERTH /WHARF/TERMINAL INFORMATION**

<b>BERTH</b>	<b>Draft(m)</b>	<b>LOA(m)</b>	<b>Direction</b>	<b>Length</b>	<b>Telephone No.</b>
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 8398 9125 3296
CMKEN-S	7.0	120	070/250	140	2816 8398 9125 3296
CRC-A	14.0	250	086/266	280	2431 3090
CRC-B	7.5	120	086/266	129	2431 3090
CRC-C	6.5	90	086/266	115	2431 3090
CRC-CW	5.0	65	172/352	70	2558 8341
CRC3-TY	7.5	120	124/304	>150	2431 3090
CTX	12.6	235	162/342	90	2431 2428
CTX-5	3.2	80	035/215	80	2431 2428
CTX-6A	7.3	110	055/235	50	2431 2428
CTX-LPG	6.5	114	072/252	95	2431 2428
ESSO	14.63	274	098/278	255	3197 8273
ESSO-EL	5.5	107	098/278	30	2497 0229
EURO 1	9.0	165	020/200	240	2436 8222
EURO 2	9.5	200	020/200	280	2436 8233
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	2431 2645
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 9369 2741
MFT	5.0	120	104/284	220	2547 4039
MOBIL	14.6	250	089/269	267	3197 8133
MOBIL-E	7.5	107	089/269	41	3197 8133
OTN	8.5	270	078/258	340	2118 8951
OTS	10.67	290	078/258	381	2118 8951
PAFF	15	280	135/315	505	2212 5720 2212 5721
RTT-1	8.5	175	116/296	200	2122 7155 9728 6230
RTT-2	8.5	150	026/206	250	2122 7155 9728 6230
SHACHAU	7.5	120	163/343	152	2613 9127 2988 6161
SHELL	14.5	245	150/330	226	2432 8704
SHELL - 1E	6.5	100	008/188	80	2432 8704
SHELL - 2E	5.5	90	008/188	75	2432 8704
SHELL-LPG	8.0	135	150/330	118	2432 8704
SWSTL	8.0	200	125/305	215	2618 8761
TPGAS	11.0	228	120/300	300	2666 2106 7116 3113-2909
YUENFAT	6.7	153	040/220	171	

Chapter: 11

**GOVERNMENT MOORING BUOYS**

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

\* = Classified as Non typhoon mooring buoy

Remarks:

	<b>‘A’ buoy</b>	<b>‘B’ buoy</b>
-----	-----	-----
Normal weather max. length	183m	137m
Typhoon class max. length	183m	113m
Swinging radius	214m	168m
Buoy link diameter	146mm	146mm

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

Chapter: 11

GOVERNMENT MOORING BUOYS

BUOY	LOA (m.)	Draft (m.)	BUOY	LOA (m.)	Draft (m.)
<b>'A' Buoys:</b>					
A17*	183	9.0	A71	183	9.1
A29*	160	9.0	A72	183	9.5
A35*	160	9.5	A73	183	9.5
A36	160	8.1	A74	183	9.5
A38	183	6.4	A77	183	9.5
A39*	183	7.4	A78	183	9.8
A43*	183	9.3			
<b>'B' Buoys:</b>					
B02*	137	6.4	B04*	137	9.1
B03*	137	6.7	B30	137	8.1

\* = Classified as Non typhoon mooring buoy

Remarks:

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

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

## Chapter: 12

**BERTHING GUIDELINES****\*\* INDEX \*\***

<b>Code</b>	<b>Locations</b>	<b>Code</b>	<b>Locations</b>
BUOY	Government mooring buoy	MFT	Macau ferry terminal
CCEMENT	China Cement Company (TSK)	MOBIL	Mobil oil terminal main berth
CFT	China ferry terminal	MOBIL-E	Mobil oil terminal east berth
CHT	Cruise Ship Transiting Harbour	MWA	Ma Wan anchorage
CLPTSK	China light power station (TSK)	NLA	North Lamma anchorage
CMKEN-N	China Merchant Kennedy Town north berth	NWLA	North West Lamma anchorage
CMKEN-S	China Merchant Kennedy Town south berth	OTN	Ocean Terminal north berth
CRC-A	China Resources T/Y main berth (A)	OTNO	Ocean Terminal north berth outer-foul
CRC-B	China Resources T/Y west berth (B)	OTS	Ocean Terminal south berth
CRC-C	China Resources T/Y east berth (C)	OTSO	Ocean Terminal south berth outer-foul
CRC-CW	China Resources Chai Wan berth	PSSA-E	Pun Shan Shek anchorage east
CRC3-TY	China Resources T/Y No. 3 berth	PSSA-W	Pun Shan Shek anchorage west
CTX	Caltex T/Y main berth	RDGA	Reserved dangerous goods anchorage
CTX-5	Caltex T/Y No. 5 berth	RTT-1	River Trade Terminal No.1 berth
CTX-6A	Caltex T/Y No. 6A berth	RTT-2	River Trade Terminal No.2 berth
CTX-LPG	Caltex T/Y LPG berth	SEATRIAL	Sea trial, compass adjustment & DF calibration
ESSO	Esso oil terminal main berth	SHACHAU	Sha Chau oil terminal (TSK)
ESSO-EL	Esso oil terminal electric power wharf	SHELL	Shell oil terminal main berth
EURO1,2	Euro-Asia berth 1,2	SHELL-1E	Shell No. 1 east & west berth
HKELECT(N)	Lamma power station north wharf	SHELL-2E	Shell No. 2 & 3 east & west berth
HKELECT(S)	Lamma power station south wharf	SHELL-LPG	Shell oil terminal LPG berth
JBDGA	Junk Bay DG anchorage	SLA	Anchorage South of Lamma Island
KC1,2,3,5	Kwai Chung berth 1, 2, 3 & 5	SSK-1	Sham Shui Kok Anchorage No. 1
KC4	Kwai Chung berth 4	SSK-2	Sham Shui Kok Anchorage No. 2
KC6	Kwai Chung berth 6	SWSTL	Shiu Wing steel wharf (TSK)
KC7	Kwai Chung berth 7	THA	Tolo harbour anchorage
KC6/O-F	Kwai Chung berth 6 outer-foul	TOW	Ship under tow
KC7/O-F	Kwai Chung berth 7 outer-foul	TOW-BERTH	Ship under tow to/from berth
KC8, 9	Kwai Chung berth 8& 9	TPGAS	Tolo harbour Town Gas wharf
KC10-12	Kwai Chung berth 10-12	TYD	Floating docks west of T/Y Island
KC13-14	Kwai Chung berth 13-14	URMPS / URMA	Transit Mawan – Bulker & Tanker (All vessels other than passenger & container ship)
KC15	Kwai Chung berth 15	URMPS-C / URMA-C	Transit Mawan – Passenger & Container ship
KC16-19	Kwai Chung berth 16-19	WA-1	Western anchorage No.1
KC20	Kwai Chung berth 20	WA-2	Western anchorage No.2
KEL-1	Kellett Anchorage No. 1	WA-3	Western anchorage No.3
KEL-2	Kellett Anchorage No. 2	WQA	Western quarantine anchorage
KEL-3	Kellett Anchorage No. 3	YMTA	Yau Ma Tei anchorage
KYCA	Kau Yi Chau DG anchorage	YUENFAT	Yuen Fat wharf No.2 berth
LOP	Lok On Pai oil berth		



## Berthing Guidelines

## Chapter: 12

## BERTHING GUIDELINES

## \*\* INDEX \*\*

Code	Locations
BUOY	Government mooring buoy
CCEMENT	China Cement Company (TSK)
CFT	China ferry terminal
CHT	Cruise Ship Transiting Central Harbour
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
EURO1,2	Euro-Asia berth 1,2
HKELECT(N)	Lamma power station north wharf
HKELECT(S)	Lamma power station south wharf
JBDGA	Junk Bay DG anchorage
KC1,2,3,5	Kwai Chung berth 1, 2, 3 & 5
KC4	Kwai Chung berth 4
KC6	Kwai Chung berth 6
KC7	Kwai Chung berth 7
KC6/O-F	Kwai Chung berth 6 outer-foul
KC7/O-F	Kwai Chung berth 7 outer-foul
KC8, 9	Kwai Chung berth 8& 9
KC10-12	Kwai Chung berth 10-12
KC13-14	Kwai Chung berth 13-14
KC15	Kwai Chung berth 15
KC16-19	Kwai Chung berth 16-19
KC20	Kwai Chung berth 20
KEL-1	Kellett Anchorage No. 1
KEL-2	Kellett Anchorage No. 2
KEL-3	Kellett Anchorage No. 3
KYCA	Kau Yi Chau DG anchorage
LOP	Lok On Pai oil berth

Code	Locations
MFT	Macau ferry terminal
MOBIL	Mobil oil terminal main berth
MOBIL-E	Mobil oil terminal east berth
MWA	Ma Wan anchorage
NLA	North Lamma anchorage
NWLA	North West Lamma anchorage
OTN	Ocean Terminal north berth
OTNO	Ocean Terminal north berth outer-foul
OTS	Ocean Terminal south berth
OTSO	Ocean Terminal south berth outer-foul
PAFF	Permanent Aviation Fuel Facility
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
URMPS / URMA	Transit Mawan – Bulker & Tanker (All vessels other than passenger & container ship)
URMPS-C / URMA-C	Transit Mawan – Passenger & Container ship
WA-1	Western anchorage No.1
WA-2	Western anchorage No.2
WA-3	Western anchorage No.3
WQA	Western quarantine anchorage
YMTA	Yau Ma Tei anchorage
YUENFAT	Yuen Fat wharf No.2 berth

Location : CLPTSK

**China light power station (TSK)***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 kts / With > 1.0 kt**LOA > 255m : Restricted transit period @ Mawan = Current Against > 1.5 knots / With > 0.5 knot***(per current info. supplied by HYDRO office)***Transit @ Mawan : Day = (Sunrise – 30mins.) To (Sunset + 30mins.)*

<p>010     <b>Berthing</b>     LOA: Max 168m  <b>Draft:</b> Max. 10m (min 10% UKC)  <b>Time:</b> Day light only  <b>Tugs:</b> 2.  <b>Remarks:</b> Stem to tide for berthing.</p>	<p>011     <b>Unberthing</b>     LOA: Max 168m  <b>Draft:</b> Max. 10m (min 10% UKC)  <b>Time:</b> Day light only  <b>Tugs:</b> 2.  <b>Remarks:</b></p>
<p>020     <b>Berthing</b>     LOA: Max 183m  <b>Draft:</b> Max. 12m (min 10% UKC)  <b>Time:</b> Day light only  Draft &gt; 10m Day HW+1 to HW+3  &amp; Day LW-1 to LW+1.5 @  Mawan  <b>Tugs:</b> 2. 1 escort @ Mawan if  Draft &gt; 10m  <b>Remarks:</b> 2 pilots.  Stem to tide for berthing.</p>	<p>021     <b>Unberthing</b>     LOA: Max 183m  <b>Draft:</b> Max. 12m (min 10% UKC)  <b>Time:</b> Day light only  Draft &gt; 10m subject to current  condition @ Mawan  <b>Tugs:</b> 2. 1 escort @ Mawan if  Draft &gt; 10m  <b>Remarks:</b> 2 pilots.</p>
<p>030     <b>Berthing</b>     LOA: Max 230m  <b>Draft:</b> Max. 15m (min 10% UKC)  <b>Time:</b> Day HW+1 to HW+3 @ Mawan    <b>Tugs:</b> 3 incl. 1 @ Mawan est.  From URMA: 3 incl. 1 escort  from URMA to berth  <b>Remarks:</b> 2 pilots.  Starboard side to.</p>	<p>031     <b>Unberthing</b>     LOA: Max 230m  <b>Draft:</b> Max. 15m (min 10% UKC)  <b>Time:</b> Day light only  Subject to current condition @  Mawan  If draft &gt; 12.5m day transit only  <b>Tugs:</b> 2 incl. 1 @ Mawan est.  To URMA: 2 incl. 1 escort from  berth to URMA  <b>Remarks:</b> 2 pilots.</p>
<p>040     <b>Berthing</b>     LOA: Max 280m  <b>Draft:</b> Max. 16.8m (min 10% UKC)  <b>Time:</b> Day HW+1 @ Mawan  1<sup>st</sup> Jun – 15<sup>th</sup> Oct : Day HW+0.5  @ Mawan    <b>Tugs:</b> 4 tugs minimum 3000hp each  incl. 1 escort from GI + 1 @  Mawan to berth  From URMA: 4 tugs minimum  3000hp each incl. 1 escort from  URMA to berth  <b>Remarks:</b> 2 pilots. Starboard side to.</p>	<p>041     <b>Unberthing</b>     LOA: Max 280m  <b>Draft:</b> Max. 16.8m (min 10% UKC)  <b>Time:</b> Day HW to HW+2 &amp;  Day LW+1 to LW+3 @ Mawan  Draft ≤ 12.5m subject to current  condition @ Mawan Day only  <b>Tugs:</b> 2 incl. 1 escort @ Mawan or 2  escort @ Mawan if Draft &gt; 14m    To URMA: 2 incl. 1 escort from  berth to URMA. If Draft &gt; 14m 2  escort from berth to URMA  <b>Remarks:</b> 2 pilots.</p>

## Berthing Guidelines

Location : CLPTSK

China light power station (TSK)

*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 kts / With > 1.0 kt*  
*LOA > 255m : Restricted transit period @ Mawan = Current Against > 1.5 knots / With > 0.5 knot*  
 (per current info. supplied by HYDRO office)

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

<p>010     <b>Berthing</b>     LOA: Max 168m  <b>Draft:</b>   Max. 10m (min 10% UKC)  <b>Time:</b>    Day light only  <b>Tugs:</b>     2.  <b>Remarks:</b> Stem to tide for berthing.</p>	<p>011     <b>Unberthing</b>   LOA: Max 168m  <b>Draft:</b>   Max. 10m (min 10% UKC)  <b>Time:</b>    Day light only  <b>Tugs:</b>     2.  <b>Remarks:</b></p>
<p>020     <b>Berthing</b>     LOA: Max 183m  <b>Draft:</b>   Max. 12m (min 10% UKC)  <b>Time:</b>    Day light only                      Draft &gt; 10m Day HW+1 to HW+3                      &amp; Day LW-1 to LW+1.5 @                      Mawan  <b>Tugs:</b>    2. 1 escort @ Mawan if                      Draft &gt; 10m  <b>Remarks:</b> 2 pilots.                      Stem to tide for berthing.</p>	<p>021     <b>Unberthing</b>   LOA: Max 183m  <b>Draft:</b>   Max. 12m (min 10% UKC)  <b>Time:</b>    Day light only                      Draft &gt; 10m subject to current                      condition @ Mawan  <b>Tugs:</b>    2. 1 escort @ Mawan if Draft &gt; 10m  <b>Remarks:</b> 2 pilots.</p>
<p>030     <b>Berthing</b>     LOA: Max 230m  <b>Draft:</b>   Max. 15m (min 10% UKC)  <b>Time:</b>    Day HW+1 to HW+3 @ Mawan  <b>Tugs:</b>    3 incl. 1 @ Mawan est.                      From URMA: 3 incl. 1 escort                      from URMA to berth  <b>Remarks:</b> 2 pilots.                      Starboard side to.</p>	<p>031     <b>Unberthing</b>   LOA: Max 230m  <b>Draft:</b>   Max. 15m (min 10% UKC)  <b>Time:</b>    Day light only, subject to current                      condition @ Mawan                      If Draft &gt; 12.5m day transit only  <b>Tugs:</b>    2 incl. 1 @ Mawan est.                      To URMA: 2 incl. 1 escort from                      berth to URMA  <b>Remarks:</b> 2 pilots.</p>
<p>040     <b>Berthing</b>     LOA: Max 280m  <b>Draft:</b>   Max. 16.8m (min 10% UKC)  <b>Time:</b>    Day HW+1 @ Mawan                      1<sup>st</sup> Jun – 15<sup>th</sup> Oct : Day HW+0.5                      @ Mawan  <b>Tugs:</b>    4 tugs incl. 1 escort from GI &amp; 1                      @ Mawan to berth                      From URMA: 4 tugs incl. 1                      escort from URMA to berth  <b>Remarks:</b> 2 pilots. Starboard side to.</p>	<p>041     <b>Unberthing</b>   LOA: Max 280m  <b>Draft:</b>   Max. 16.8m (min 10% UKC)  <b>Time:</b>    Day HW to HW+2 &amp;                      Day LW+1 to LW+3 @ Mawan                      Draft ≤ 12.5m subject to current                      condition @ Mawan Day only  <b>Tugs:</b>    2 incl. 1 escort @ Mawan                      If Draft &gt; 14m, 3 incl. 2 escort @                      Mawan                      To URMA: 2 incl. 1 escort from                      berth to URMA. If Draft &gt; 14m, 3                      incl. 2 escort from berth to URMA  <b>Remarks:</b> 2 pilots.</p>

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*

<p>010     <b>Berthing</b>     LOA: Max 168m  <b>Draft:</b>   Max. 10m (min 10% UKC)  <b>Time:</b>    Day light only  <b>Tugs:</b>     2.  <b>Remarks:</b> Stem to tide for berthing.</p>	<p>011     <b>Unberthing</b>   LOA: Max 168m  <b>Draft:</b>   Max. 10m (min 10% UKC)  <b>Time:</b>    Day light only  <b>Tugs:</b>     2.  <b>Remarks:</b></p>
<p>020     <b>Berthing</b>     LOA: Max 183m  <b>Draft:</b>   Max. 11.5m (min 10% UKC)  <b>Time:</b>    Day light only  Draft&gt;10m Day HW+1 to HW+3  &amp; Day LW-1 to LW+1.5 @  Mawan  <b>Tugs:</b>    2. 1 escort @ Mawan if  Draft&gt;10m.  <b>Remarks:</b> 2 pilots.  Stem to tide for berthing.</p>	<p>021     <b>Unberthing</b>   LOA: Max 183m  <b>Draft:</b>   Max. 11.5m (min 10% UKC)  <b>Time:</b>    Day light only  Draft&gt;10m subject to current  condition @ Mawan Day only  <b>Tugs:</b>    2. 1 escort @ Mawan if  Draft&gt;10m.  <b>Remarks:</b> 2 pilots.</p>
<p>030     <b>Berthing</b>     LOA: Max 200m  <b>Draft:</b>   Max. 11.5m (min 10% UKC)  <b>Time:</b>    Day HW+1 to HW+3 &amp;  Day LW-1 to LW+1.5 @ Mawan  <b>Tugs:</b>    3 incl. 1 @ Mawan est.  From URMA: 3 incl. 1 escort  from URMA to berth  <b>Remarks:</b> 2 pilots.  Stem to tide for berthing.</p>	<p>031     <b>Unberthing</b>   LOA: Max 200m  <b>Draft:</b>   Max. 11.5m (min 10% UKC)  <b>Time:</b>    Subject to current condition @  Mawan Day only  <b>Tugs:</b>    2 incl. 1 @ Mawan est.  To URMA: 2 incl. 1 escort from  berth to URMA  <b>Remarks:</b> 2 pilots.</p>

## Berthing Guidelines

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*

<p>010     <b>Berthing</b>     LOA: Max 168m  <b>Draft:</b>   Max. 8m (min 15% UKC)  <b>Time:</b>    Day light only  <b>Tugs:</b>     2.  <b>Remarks:</b> Stem to tide for berthing.</p>	<p>011     <b>Unberthing</b>   LOA: Max 168m  <b>Draft:</b>   Max. 8m (min 15% UKC)  <b>Time:</b>    Day light only  <b>Tugs:</b>     2.  <b>Remarks:</b></p>
<p>020     <b>Berthing</b>     LOA: Max 183m  <b>Draft:</b>   Max. 8m (min 15% UKC)  <b>Time:</b>    Day light only  Draft&gt;10m Day HW+1 to HW+3  &amp; Day LW-1 to LW+1.5 @  Mawan  <b>Tugs:</b>    2. 1 escort @ Mawan if  Draft&gt;10m.  <b>Remarks:</b> 2 pilots.  Stem to tide for berthing.</p>	<p>021     <b>Unberthing</b>   LOA: Max 183m  <b>Draft:</b>   Max. 8m (min 15% UKC)  <b>Time:</b>    Day light only  Draft&gt;10m subject to current  condition @ Mawan Day only  <b>Tugs:</b>    2. 1 escort @ Mawan if  Draft&gt;10m.  <b>Remarks:</b> 2 pilots.</p>
<p>030     <b>Berthing</b>     LOA: Max 200m  <b>Draft:</b>   Max. 8m (min 15% UKC)  <b>Time:</b>    Day HW+1 to HW+3 &amp;  Day LW-1 to LW+1.5 @ Mawan  <b>Tugs:</b>    3 incl. 1 @ Mawan est.  From URMA: 3 incl. 1 escort  from URMA to berth  <b>Remarks:</b> 2 pilots.  Stem to tide for berthing.</p>	<p>031     <b>Unberthing</b>   LOA: Max 200m  <b>Draft:</b>   Max. 8m (min 15% UKC)  <b>Time:</b>    Subject to current condition @  Mawan Day only  <b>Tugs:</b>    2 incl. 1 @ Mawan est.  To URMA: 2 incl. 1 escort from  berth to URMA  <b>Remarks:</b> 2 pilots.</p>

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

070      **N. bound**      LOA: Max 366m  
**Draft:** Max. 15.5m (min. 15% UKC)  
**Time:** Subject to current condition @ Mawan.  
D>14.5m – 15.5m (see general remarks 4a, 4b)  
**Tugs:** 1 escort from Kellett buoy for Mawan Transit.  
D>12.5m – 15.5m (see General remarks 4c)  
**Remarks:** 2 pilots.  
**See General Remarks**

071      **S. bound**      LOA: Max 366m  
**Draft:** Max. 15.5m (min. 15% UKC)  
**Time:** Subject to current condition @ Mawan  
D>14.5m – 15.5m (see general remarks 4a, 4b)  
**Tugs:** 1 escort @ Mawan for Mawan Transit.  
D>12.5m – 15.5m (see General remarks 4c)  
**Remarks:** 2 pilots.  
**See General Remarks**

**General Remarks:**

1. Vessels of LOA >310m are not permitted to anchor within the area between Ma Wan West and URMPS.
2. In case of special circumstances and conditions, when vessel of LOA >310m is required to anchor within the area between Ma Wan West and URMPS, she shall obtain prior approval from VTC and comply with the conditions required by VTC/MD.
3. Container vessel of LOA >366m, transiting Ma Wan for the first time, are subject to Practical Assessment through (a) Restricted Ma Wan Transit tidal window (b) Special tug requirement.
4. a) Restricted transit period @ Mawan = Current against >2.0 kts / With > 1.0 kt  
b) Day light transit only.  
c) North bound – 2 tugs incl. 1 @ GI & 1 @ Mawan  
South bound – 2 tugs @ Mawan

**Berthing**  
*Pending*

**Guidelines**

## ON TRIAL

Location : CLPTSK

**China light power station (TSK)**

*LOA>290m : Restricted transit period @ Mawan = Current Against >1.0 knot / With >0.5 knot  
(per current info. supplied by HYDRO office)  
Transit @ Mawan : Day = (Sunrise – 30mins.) To (Sunset + 30mins.)*

**050 Berthing** LOA: Max 305m  
**Draft:** Max. 16.8m (min. 15% UKC)  
**Time:** Day HW+1 @ Mawan  
1st Jun – 15th Oct : Day HW+0.5  
@ Mawan

**Tugs:** 4 tugs minimum 4,000hp each,  
incl. 1 escort from GI & 1 @  
Mawan to berth (see General  
Remarks)

From URMA: 4 tugs, minimum  
4,000hp each incl. 1 escort from  
URMA to berth

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

**051 Unberthing** LOA: Max 305m  
**Draft:** Max. 16.8m (min. 15% 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.  
If Draft >14m, 3 incl. 2 escort @  
Mawan (see General Remarks)

To URMA: 2 incl. 1 escort from  
berth to URMA. If Draft>14m, 3  
incl. 2 escort from berth to  
URMA

**Remarks:** 2 pilots.

**General Remarks:**

- During the initial implementation of the trials for LOA max. 305m, provision of one more escort tug from the above-mentioned stipulated number of tugs during Mawan transit is recommended. This tug arrangement should be kept until such trials are satisfactory and under control of the working pilots, it will be evaluated at every 5 berthing/unberthing operations.

**ON TRIAL**

Location : PAFF

**Permanent Aviation Fuel Facility***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 kts / With >1.0 kt**LOA>255m : Restricted transit period @ Mawan = Current Against >1.5 knots / With >0.5 knot***(per current info. supplied by HYDRO office)***Transit @ Mawan : Day = (Sunrise – 30mins.) To (Sunset + 30mins.)*

<p>010     <b>Berthing</b>     LOA: Max 120m  <b>Draft:</b> Max. 7m (min 15% UKC)  <b>Time:</b> D&amp;N LW+1 to HW+2                @Mawan  <b>Tugs:</b> 2  <b>Remarks:</b> Stem to tide for berthing.</p>	<p>011     <b>Unberthing</b>     LOA: Max 120m  <b>Draft:</b> Max. 7m (min 15% UKC)  <b>Time:</b> 24 hrs.    <b>Tugs:</b> 2.  <b>Remarks:</b></p>
<p>020     <b>Berthing</b>     LOA: Max 168m  <b>Draft:</b> Max. 10m (min 15% UKC)  <b>Time:</b> Day light only                HW-1 to HW+2 &amp;                LW-1 to LW+ 3 @ Mawan  <b>Tugs:</b> 2.  <b>Remarks:</b> Stem to tide for berthing.</p>	<p>021     <b>Unberthing</b>     LOA: Max 168m  <b>Draft:</b> Max. 10m (min 15% UKC)  <b>Time:</b> Day light only    <b>Tugs:</b> 2.  <b>Remarks:</b></p>
<p>030     <b>Berthing</b>     LOA: Max 186m  <b>Draft:</b> Max. 12m (min 15% UKC)  <b>Time:</b> Day light only                Day HW to HW+2 &amp; Day LW-1                to LW+2@ Mawan  <b>Tugs:</b> 2. 1 escort @ Mawan to berth if                Draft&gt;10m  <b>Remarks:</b> 2 pilots.                Stem to tide for berthing.</p>	<p>031     <b>Unberthing</b>     LOA: Max 183m  <b>Draft:</b> Max. 12m (min 15% UKC)  <b>Time:</b> Day light only                Subject to restricted transit period                @ Mawan  <b>Tugs:</b> 2. 1 escort to Mawan if                Draft&gt;10m  <b>Remarks:</b> 2 pilots.</p>
<p>040     <b>Berthing</b>     LOA: Max 230m  <b>Draft:</b> Max. 15m (min 15% UKC)  <b>Time:</b> Day light only                Day HW to HW+2 @ Mawan    <b>Tugs:</b> 3 incl. 1 escort from G.I. + 1 @                Mawan escort to berth  <b>Remarks:</b> 2 pilots.                Starboard side to</p>	<p>041     <b>Unberthing</b>     LOA: Max 230m  <b>Draft:</b> Max. 15m (min 15% UKC)  <b>Time:</b> Day light only                Subject to restricted transit period                @ Mawan  <b>Tugs:</b> 2 incl. 1 escort to Mawan    <b>Remarks:</b> 2 pilots.</p>



## Berthing Guidelines

Pending

**ON TRIAL**

Location : PAFF

**Permanent Aviation Fuel Facility***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 kts / With >1.0 kt**LOA > 255m : Restricted transit period @ Mawan = Current Against >1.5 knots / With >0.5 knot***(per current info. supplied by HYDRO office)***Transit @ Mawan : Day = (Sunrise – 30mins.) To (Sunset + 30mins.)*

<p>050     <b>Berthing</b>     LOA: Max 280m</p> <p><b>Draft:</b>     Max. 15m (min 15% UKC)</p> <p><b>Time:</b>     Day light only  Day HW+1 @ Mawan  1<sup>st</sup> Jun – 15<sup>th</sup> Oct : Day HW+0.5  @ Mawan</p> <p><b>Tugs:</b>     4 incl. 1 escort from G.I. + 1 @  Mawan escort to berth</p> <p><b>Remarks:</b> 2 pilots.  Starboard side to</p>	<p>051     <b>Unberthing</b>     LOA: Max 280m</p> <p><b>Draft:</b>     Max. 15m (min 15% UKC)</p> <p><b>Time:</b>     Day light only  Day HW to HW+2 &amp;  Day LW+1 to LW+3 @ Mawan  Draft ≤ 12.5m subject to restricted  transit period @ Mawan</p> <p><b>Tugs:</b>     3 incl. 1 escort to Mawan or 2  escort to Mawan if Draft &gt;14m</p> <p><b>Remarks:</b> 2 pilots.</p>
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## General Remarks:

- Mooring/guard boat employed by agents for mooring operations and traffic control.
- Thrusters not considered for berthing/unberthing.
- Tugs power refer to chapter 3, paragraph 6.
- URMA will be used as contingency anchorage.

**ON TRIAL**

Location : URMPS/URMA

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

**LOA>290m : Restricted transit period @ Mawan = Current Against >1.0 knot / With >0.5 knot  
(per current info. supplied by HYDRO office)**

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

**060 N. bound** LOA: Max 305m  
**Draft:** Max. 16.8m (min 15% UKC)  
**Time:** Day light only  
 Subject to current condition @ Mawan  
**Tugs:** Tug minimum 4000hp each.  
 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.

**061 S. bound** LOA: Max 305m  
**Draft:** Max. 16.8m (min 15% UKC)  
**Time:** Day light only  
 Subject to current condition @ Mawan  
**Tugs:** Tug minimum 4000hp each.  
 1 escort @ Mawan for Mawan Transit; 2 if Draft>14m.  
From URMA: 1 escort from URMA for Mawan Transit; +1 @ Mawan if Draft>14m.

**Remarks:** 2 pilots.

## General Remarks:

- Thrusters not considered for transit.
- Tidal window current reference point: 22-21.599N 114-04.125E
- **PILOT BOARDING TIME FOR MA WAN TRANSIT:**  
 @URMPS, URMA, NC & WITHIN HARBOUR:
  - Draft exceeds 14m or harbour speed less than 11 knots – Mawan transit time minus 1.5 hours;
  - Other ships – Mawan transit time minus 1 hour.
- Bulker or Tanker of LOA>280m are normally not permitted to lighten or anchor at URMA due to limited space of the anchorage.
- In case of special circumstances and conditions, where a vessel is required to anchor at URMA, she shall obtain prior approval from VTC.
- During the initial implementation of the trials for LOA max. 305m, provision of one more escort tug during Mawan transit is recommended. This tug arrangement should be kept until such trials are satisfactory and under control of the working pilots, it will be evaluated at every 5 northbound and 5 southbound operations.