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 (BGL) as attached in **ANNEX I**.

Amendments

- 2. The proposed amendments in **ANNEX I** are:
 - a) to include new Tap Shek Kok Material Handling Berth at Tuen Mun;
 - b) to amend Chapter 2 (General Remarks) of BGL;
 - c) to update the fleet of South China Tug;
 - d) to update the Berth/Wharf/Terminal information;
 - e) to update the information of the Government Mooring Buoys: and
 - f) to update the maximum draft at Shiu Wing Steel Wharf.

Provisional Berthing Guidelines

3. The provisional berthing guidelines for the new Tap Shek Kok Material Handling Berth and relaxation of one pilot requirement for containers night transit Ma Wan with maximum LOA 215 metres are also attached at **ANNEX II** and **ANNEX III** for members' information.

Consultation

4. The above-proposed amendments had been circulated to the PAC Working Group and Member's comments have been incorporated.

Recommendation

| 5. | Members are recommended to endorse the proposed amendments. |
|----------|---|
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| | |
| Marine | Department |
| April 20 | 011 |

ANNEX I

Notes on Proposed Amendments to Berthing Guidelines

| Item No. | Description | Amendments | Reason and Remarks (if any) |
|-------------|--|--|---|
| 1. | Chapter 1 – INDEX (under Berthing Guidelines Index – | Below "TPGAS" & "Tolo harbor Town Gas wharf" – insert "TSK-MHB" & "Tap Shek Kok Material Handling Berth" under Code and Location | New bulk cargo handling berth of CLP Tap Shek Kok coal |
| | Code and Location) | respectively. | wharf at Tuen Mun. |
| 2. | Chapter 2 – General Remarks | (a) Para. (1) – replace "performed are conducted" by "performed and conducted" in line 1; (b) Para. (2) – replace "parameter require" by "parameters required" in line 2; replace "discretion to amend" by "discretion amend" in line 5; and, replace "safety be" by "safety should be" in line 7; (c) Para. (3) – replace "equivalence" by "equivalent" in line 3; (d) Para. (4) – replace "transit all" by "transit in all" in line 6; (e) Para. (6) – replace "considers to the" by "considers to be the" in line 2; (f) Para. (7) – replace "In any special" by "When any special" in line 1; (g) Para. (8) – replace "All entries in these Guidelines are subject to change without notice" by "In emergency or as the situation warrants, these Guidelines are subject to change at short notice" and (h) Para. (9) – Delete paragraph (9). | (a)–(f) To correct previous typo errors. (g)–(h) To follow up the discussion on PAC Paper PAC Paper No. 5/2010 – "Berthing Guidelines Amendment Procedures" at the last PAC meeting. |

Note: Please refer to the attached items 1-7 for the current and proposed versions.

| Item No. | Description | Amendments | Reason and Remarks (if any) |
|-------------|--|---|--|
| 3. | Chapter 6 – Tugs Information South China Tug (Under Name, HP, B.pull (tonnes) & Remarks) | Add new tug "Shanghai, 4000, 55, Grade 1" below tug "Nanning, 4000, 55, Grade I" respectively. | To update the fleet of South China Tug. |
| 4. | Chapter 8 – BERTH/WHARF/ TERMINAL INFORMATION (under BERTH, Draft(m), Direction, Length & Telephone No.) | (a) CMKEN-N & CMKEN-S – replace telephone No. "9125 3296" by "9125 3298"; (b) ESSO – replace telephone No. "3197 8273" by "2902 8273"; (c) ESSO-EL – replace telephone No. "2497 0229" by "2902 8273"; (d) EURO 1 & EURO 2 – add new mobile telephone No. "9603 9692"; (e) MOBIL & MOBIL-E – replace telephone No. "3197 8133" by "2902 8133"; (f) TPGAS – delete pager Nos. "7116 3113-2909" and add new mobile telephone No. "9092 1684"; (g) SWSTL – replace draft "8.0m" by "11.5m". (h) Below TPGAS – insert "TSK-MHB, 8.0, 120, 038/218, 140 & 2404 8402". | (a)–(f) To update the telephone number of the berths. (g) SWSTL reported that the depth of the wharf had been dredged to -12mPD. (h) Same as Item 1. |
| 5. | Chapter 12 – Berthing Guidelines **INDEX** (under Code and Location) | Below "TPGAS" & "Tolo harbor Town Gas wharf" – insert "TSK-MHB" & "Tap Shek Kok Material Handling Berth" under Code and Location respectively. | Same as Item 1. |
| 6. | Location : BUOY (Government Mooring Buoys) | Delete all General Remarks below para. 4 "L>183m 1 tug at the buoy". | GMBs A46, A60 and A62 had been withdrawn. |

| Item No. | Description | Amendments | Reason and Remarks (if any) |
|-------------|-------------------------|---|----------------------------------|
| 7. | Location : SWSTL | (a) Items 010 & 011 – replace maximum draft of "8m" by "10m"; and | SWSTL reported that the depth |
| | (Shiu Wing steel wharf) | (b) Items 020, 021, 030 & 031 – replace maximum draft of "8m" by | of the wharf had been dredged to |
| | | "11.5m". | -12mPD. |
| | | | |

| | | Der tilling Guidelines | 1 Ch |
|---------------------|--|------------------------|--|
| Code | Location | Code | Location |
| KC13-14 | Kwai Chung berth 13-14 | KC13-14 | Kwai Chung berth 13-14 |
| KC15 | Kwai Chung berth 15 | KC15 | Kwai Chung berth 15 |
| KC16-19 | Kwai Chung berth 16-19 | KC16-19 | Kwai Chung berth 16-19 |
| KC20 | Kwai Chung berth 20 | KC20 | Kwai Chung berth 20 |
| KEL-1 | Kellett Anchorage No.1 | KEL-1 | Kellett Anchorage No.1 |
| KEL-2 | Kellett Anchorage No.2 | KEL-2 | Kellett Anchorage No.2 |
| KEL-3 | Kellett Anchorage No.3 | KEL-3 | Kellett Anchorage No.3 |
| KYCA | Kau Yi Chau DG anchorage | KYCA | Kau Yi Chau DG anchorage |
| LOP | Lok On Pai oil berth | LOP | Lok On Pai oil berth |
| MFT | Macau ferry terminal | MFT | Macau ferry terminal |
| MOBIL | Mobil oil terminal main berth | MOBIL | Mobil oil terminal main berth |
| MOBIL-E | Mobil oil terminal east berth | MOBIL-E | Mobil oil terminal east berth |
| MWA | Ma Wan anchorage | MWA | Ma Wan anchorage |
| NLA | North Lamma anchorage | NLA | North Lamma anchorage |
| NWLA | North West Lamma anchorage | NULA NWLA | North West Lamma anchorage |
| OTN | Ocean Terminal north berth | OTN | Ocean Terminal north berth |
| OTNO | Ocean Terminal north berth outer-foul | OTNO | Ocean Terminal north berth outer-foul |
| OTS | Ocean Terminal south berth | | |
| OTSO | Ocean Terminal south berth outer-foul | OTS | Ocean Terminal south berth |
| PAFF | Permanent Aviation Fuel Facility | OTSO | Ocean Terminal south berth outer-foul |
| PSSA-E | Pun Shan Shek anchorage east | PAFF | Permanent Aviation Fuel Facility |
| PSSA-W | Pun Shan Shek anchorage west | PSSA-E | Pun Shan Shek anchorage east |
| RDGA | Reserved dangerous goods anchorage | PSSA-W | Pun Shan Shek anchorage west |
| RTT-1 | River Trade Terminal No.1 berth | RDGA | Reserved dangerous goods anchorage |
| RTT-2 | River Trade Terminal No.2 berth | RTT-1 | River Trade Terminal No.1 berth |
| SEATRIAL | Sea trial, compass adjustment & DF Calibration | RTT-2 | River Trade Terminal No.2 berth |
| SHACHAU | Sha Chau oil terminal (TSK) | SEATRIAL | Sea trial, compass adjustment & DF Calibration |
| SHELL | Shell oil terminal main berth | SHACHAU | Sha Chau oil terminal (TSK) |
| SHELL-1E | Shell No. 1 east & west berth | SHELL | Shell oil terminal main berth |
| SHELL-2E | Shell No. 2 & 3 east & west berth | SHELL-1E | Shell No. 1 east & west berth |
| SHELL-LPG | Shell oil terminal LPG berth | SHELL-2E | Shell No. 2 & 3 east & west berth |
| SLA | Anchorages South of Lamma Island | SHELL-LPG | Shell oil terminal LPG berth |
| SSK-1 | Sham Shui Kok Anchorage No.1 | SLA | Anchorages South of Lamma Island |
| SSK-1 | Sham Shui Kok Anchorage No.2 | SSK-1 | Sham Shui Kok Anchorage No.1 |
| SWSTL | Shiu Wing steel wharf (TSK) | SSK-2 | Sham Shui Kok Anchorage No.2 |
| THA | Tolo harbour anchorage | SWSTL | Shiu Wing steel wharf (TSK) |
| TOW | S S S S S S S S S S S S S S S S S S S | THA | Tolo harbour anchorage |
| | Ship under tow | TOW | Ship under tow |
| TOW-BERTH | Ship under tow to/from berth | TOW-BERTH | Ship under tow to/from berth |
| TPGAS | Tolo harbour Town Gas wharf | TPGAS | Tolo harbour Town Gas wharf |
| TYD | Floating docks west of T/Y Island | TSK-MHB | Tap Shek Kok Material Handling Berth |
| URMPS/URMA | Transit Mawan – Bulker & Tanker (All vessels | TYD | Floating docks west of T/Y Island |
| TIDA FOR CATIDA A A | other than passenger & container ship) | URMPS/URMA | Transit Mawan – Bulker & Tanker (All vessels |
| URMPS-C/URMA-C | Transit Mawan – Passenger & Container ship | | other than passenger & container ship) |
| WA-1 | Western anchorage No.1 | URMPS-C/URMA-C | Transit Mawan – Passenger & Container ship |
| WA-2 | Western anchorage No.2 | WA-1 | Western anchorage No.1 |
| WA-3 | Western anchorage No.3 | WA-2 | Western anchorage No.2 |
| WQA | Western quarantine anchorage | WA-3 | Western anchorage No.3 |
| YMTA | Yau Ma Tei anchorage | WQA | Western quarantine anchorage |
| YUENFAT | Yuen Fat wharf No.2 berth | YMTA | Yau Ma Tei anchorage |
| | | YUENFAT | Yuen Fat wharf No.2 berth |
| | | 1021.111 | |

Berthing Guidelines

PAC endorsed on 16 February 2009

Chapter: 2 GENERAL REMARKS

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

Warning:

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

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

Berthing Guidelines Pending

Chapter: 2 GENERAL REMARKS

 These guidelines should be construed as the operations to be performed and conducted under normal conditions with due regards to weather, ship maneuverability, sea and swell etc.

- (2) The conditions hereto as regards to the number of tugs deployed and the working parameters required are based on the experience gained by pilot members in normal weather, sea and swell, and ship's manoeuvering conditions; and are deemed to be the minimum requirements as such. Should the condition and circumstances be changed which may affect any working parameter; the pilot may at his discretion amend any requirements therein. Any additional tug in excess of the said requirement as required by the Master and/or ship's operators to enhance the safety should be concurred and encouraged by all pilots. When two or more Grade II tugs are stipulated in the Berthing Guidelines, they should not be replaced by one Grade I tug.
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- (6) For vessel moving to and/or from a buoy, the working pilot may take a passage at the time he considers to be the best and safest route for such vessel.
- (7) When any special circumstance of the case arises, e.g. adverse weather, No.3 or above typhoon signal is hoisted up, boisterous sea and swell, different pilot embarking and disembarking areas, hampered vessels or vessels with special construction or characteristics, etc., special requirements for tugs, working condition, servicing time, etc. need to be further consulted.
- (8) In emergency or as the situation warrants, these Guidelines are subject to change at short notice.

Item 2

Berthing Guidelines

PAC endorsed on 4 February 2010

Chapter: 6

TUGS INFORMATION

| Name | HP. | B. pull (tonnes) | Remarks |
|---|----------------|------------------|----------|
| Hong Kong Tug 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 |
| Yiu Lian Tug 2497 0655 2497 06 | 586 | | |
| Hai Fa | 3200 | 42 | Grade I |
| Hai Qi | 3200 | 42 | Grade I |
| Hai Tong | 4000 | 52 | Grade I |
| Hai You | 4000 | 52 | Grade I |
| Hoi Lian | 4000 | 52.8 | Grade I |
| Yiu Lian 18 | 3200 | 42 | Grade I |
| Yiu Lian 26 | 2600 | 35 | Grade I |
| You Da | 3200 | 42 | Grade I |
| You Fa | 3200 | 42 | Grade I |
| South China Tug 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 |
| Chung Hing Tug 2549 2072 2549 03 | 895 | | |
| Chung Hing No.1 (忠興壹) | 2×624 | 18 | Grade II |
| Wallex 2 (華力二) | 2 × 624 | 18 | Grade II |
| Kam Hung No.38 Tug 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 |
| Kong Luen Tug 2540 2777 2548 81 | | 2.5 | |
| H.K. United 20 | 2×850 | 20 | Grade II |

Berthing Guidelines Pending

Chapter: 6 TUGS INFORMATION

| Name | HP. | B. pull (tonnes) | Remarks |
|--|----------------|------------------|----------|
| Hong Kong Tug 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 |
| Yiu Lian Tug 2497 0655 2497 0 |)686 | | |
| Hai Fa | 3200 | 42 | Grade I |
| Hai Qi | 3200 | 42 | Grade I |
| Hai Tong | 4000 | 52 | Grade I |
| Hai You | 4000 | 52 | Grade I |
| Hoi Lian | 4000 | 52.8 | Grade I |
| Yiu Lian 18 | 3200 | 42 | Grade I |
| Yiu Lian 26 | 2600 | 35 | Grade I |
| You Da | 3200 | 42 | Grade I |
| You Fa | 3200 | 42 | Grade I |
| South China Tug 2548 5205 | | | |
| Guangzhou | 3000 | 38 | Grade I |
| Guilin | 3000 | 38 | Grade I |
| Nanning | 4000 | 55 | Grade I |
| Shanghai | 4000 | 55 | Grade I |
| Shantou | 3600 | 50 | Grade I |
| Shunde | 4000 | 56 | Grade I |
| Chung Hing Tug 2549 2072 2549 0 | | | |
| Chung Hing No.1 (忠興壹) | 2×624 | 18 | Grade II |
| Wallex 2 (華力二) | 2 × 624 | 18 | Grade II |
| Kam Hung No.38 Tug 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 |
| Kong Luen Tug 2540 2777 2548 8 | | 20 | a . r |
| H.K. United 20 | 2×850 | 20 | Grade II |

Draft(m)

14.0

7.0

16.8

9.5

7.0

14.0

7.5

6.5

5.0

7.5

12.6

3.2

7.3

6.5

14.63

5.5

9.0

9.5

14.6

14.6

14.0

14.0

14.2

14.0

14.2

15.0

15.0

15.0

15.0

15.0

15.0

15.0

15.0

15.0

15.0

15.0

15.0

15.0

8.0

5.0

14.6

7.5

8.5

10.67

15

8.5

8.5

7.5

14.5

6.5

5.5

8.0

8.0

11.0

6.7

HUDSW dist, from f/d 80m as per HUD

LOA(m)

240

153

280

156

120

250

120

90

65

120

235

80

110

114

274

107

165

200

262

262

350

350

350

350

350

350

350

350

367

367

367

350

350

352

352

352

352

310

122

120

250

107

270

290

280

175

150

120

245

100

90

135

200

228

153

Chapter: 8

BERTH

CCEMENT

CLPTSK

CMKEN-N

CMKEN-S

CRC-A

CRC-B

CRC-C

CTX

CTX-5

ESSO

CTX-6A

CTX-LPG

ESSO-EL

EURO 1

EURO 2

KC 1-2

KC 3

KC 4

KC 5

KC 6

KC7

KC8

KC 9

KC 10

KC 11

KC 12

KC 13

KC 14

KC 15

KC 16

KC 19

KC 20

LOP

MFT

OTN

OTS

PAFF

RTT-1

RTT-2

SHELL

SWSTL

TPGAS

YUENFAT

SHACHAU

SHELL - 1E

SHELL - 2E

SHELL-LPG

MOBIL

MOBIL-E

KC 17-18

HKELECT (N)

HKELECT (S)

CRC-CW

CRC3-TY

CFT

Telephone No.

2440 5111 2440 5233

2738 2906

2404 8402

2816 8398 9125 3296

2816 8398 9125 3296

2431 3090

2431 3090

2431 3090

2558 8341

2431 3090

2431 2428

2431 2428

2431 2428

2431 2428

3197 8273

2497 0229

2436 8222

2436 8233

2431 2645 2115 3552

2489 4745

2619 7792

2115 3552

2619 7792

2619 7792

2619 7792

2619 7792

2619 7792

2991 8022

2991 8022

2276 8137 2276 8138

2276 8137 2276 8138

3153 3021

3153 3021

2920 2616 2920 2645

2920 2616 2920 2645

2920 2616 2920 2645

2618 0192 9369 2741

2547 4039

3197 8133

3197 8133

2118 8951

2118 8951

2212 5720 2212 5721

2122 7155 9728 6230

2122 7155 9728 6230

2613 9127 2988 6161

2432 8704

2432 8704

2432 8704

2432 8704

2618 8761

2666 2106 7116 3113-2909

2982 6270 2982 6274 9423 6670

2982 6270 2982 6274 9423 6670

BERTH /WHARF/TERMINAL INFORMATION

112/292

078/258

134/314

070/250

070/250

086/266

086/266

086/266

172/352

124/304

162/342

035/215

055/235

072/252

098/278

098/278

020/200

020/200

170/350

170/350

008/188

163/343

163/343

163/343

073/253

073/253

073/253

163/343

163/343

073/253

073/253

073/253

073/253

073/253

163/343

163/343

163/343

163/343

042/222

089/269

104/284

089/269

089/269

078/258

078/258

135/315

116/296

026/206

163/343

150/330

008/188

008/188

150/330

125/305

120/300

040/220

Direction Length

270

270

545

170

140

280

129

115

70

>150

90

80

50

95

255

30

240

280

290

290

250

305

305

305

457

564

564

380

450

700

338

338

338

338

350

350

350

200

340

125

220

267

41

340

381

505

200

250

152

226

80

75

118

215

300

171

Berthing Guidelines

Chapter: 8 BERTH / WHARF / TERMINAL INFORMATION

| Chapter: 8 | BERTI | H/WHAKF | /TERMINA | LINFOR | MATION |
|--------------------|------------------|------------|--------------------|------------|----------------------------------|
| 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 8398 9125 3298 |
| CMKEN-S | 7.0 | 120 | 070/250 | 140 | 2816 8398 9125 3298 |
| 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 | 2902 8273 |
| ESSO-EL | 5.5 | 107 | 098/278 | 30 | 2902 8273 |
| EURO 1 | 9.0 | 165 | 020/200 | 240 | 2436 8222 9603 9692 |
| EURO 2 | 9.5 | 200 | 020/200 | 280 | 2436 8233 <mark>9603 9692</mark> |
| HKELECT (N) | 14.6 | 262 | 170/350 | 290 | 2982 6270 2982 6274 9423 667 |
| HKELECT (S) | 14.6 | 262 | 170/350 | 290 | 2982 6270 2982 6274 9423 667 |
| HUDSW dist. from | f/d 80m as per I | 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 | 2902 8133 |
| MOBIL-E | 7.5 | 107 | 089/269 | 41 | 2902 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 | 11.5 | 200 | 125/305 | 215 | 2618 8761 |
| TPGAS | 11.0 | 228 | 120/300 | 300 | 2666 2106 9092 1684 |
| | | | | | 2404.0402 |
| TSK-MHB YUENFAT | 8.0 6.7 | 120 153 | 038/218 040/220 | 140 171 | 2404 8402 |

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 |
| on on my | berth |
| CRC3-TY | China Resources T/Y No. 3 |
| CITIZ / | 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 |
| ELIDOL 2 | power wharf |
| EURO1,2 HKELECT(N) | Euro-Asia berth 1,2 |
| HRELECI(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 |

| Locations |
|--|
| Macau ferry terminal |
| Mobil oil terminal main berth |
| Mobil oil terminal east berth |
| Ma Wan anchorage |
| North Lamma anchorage |
| North West Lamma anchorage |
| Ocean Terminal north berth |
| Ocean Terminal north berth |
| outer-foul |
| Ocean Terminal south berth |
| Ocean Terminal south berth |
| outer-foul |
| Permanent Aviation Fuel |
| Facility |
| Pun Shan Shek anchorage east |
| Pun Shan Shek anchorage west |
| Reserved dangerous goods |
| anchorage |
| River Trade Terminal No.1 |
| berth |
| River Trade Terminal No.2 |
| berth |
| Sea trial, compass adjustment |
| & DF calibration |
| Sha Chau oil terminal (TSK) |
| Shell oil terminal main berth |
| |
| Shell No. 1 east & west berth Shell No. 2 & 3 east & west |
| berth |
| Shell oil terminal LPG berth |
| Anchorages South of Lamma |
| Island |
| Sham Shui Kok Anchorage |
| No. 1 |
| Sham Shui Kok Anchorage |
| No. 2 |
| Shiu Wing steel wharf (TSK) |
| Tolo harbour anchorage |
| Ship under tow |
| Ship under tow to/from berth |
| Tolo harbour Town Gas wharf |
| Floating docks west of T/Y |
| |
| Island |
| Island Transit Mayon Bulker & |
| Transit Mawan – Bulker & |
| Transit Mawan – Bulker & Tanker (All vessels other than |
| Transit Mawan – Bulker & Tanker (All vessels other than passenger & container ship) |
| Transit Mawan – Bulker & Tanker (All vessels other than passenger & container ship) Transit Mawan – Passenger & |
| Transit Mawan – Bulker & Tanker (All vessels other than passenger & container ship) Transit Mawan – Passenger & Container ship |
| Transit Mawan – Bulker & Tanker (All vessels other than passenger & container ship) Transit Mawan – Passenger & Container ship Western anchorage No.1 |
| Transit Mawan – Bulker & Tanker (All vessels other than passenger & container ship) Transit Mawan – Passenger & Container ship Western anchorage No.1 |
| Transit Mawan – Bulker & Tanker (All vessels other than passenger & container ship) Transit Mawan – Passenger & Container ship Western anchorage No.1 Western anchorage No.2 Western anchorage No.3 |
| Transit Mawan – Bulker & Tanker (All vessels other than passenger & container ship) Transit Mawan – Passenger & Container ship Western anchorage No.1 |
| |

Berthing Guidelines

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 | | |
| 021 1011 | (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 | | |
| JRC-D | berth (B) | | |
| CRC-C | China Resources T/Y east | | |
| JNC-C | | | |
| CRC-CW | berth (C) China Resources Chai Wan | | |
| JKC-CW | berth | | |
| CRC3-TY | China Resources T/Y No. 3 | | |
| LKC3-1 Y | | | |
| TITES Z | 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 | | |
| BDGA | Junk Bay DG anchorage | | |
| XC1 2 3 5 | Kwai Chung berth 1, 2, 3 & 5 | | |
| CC1,2,3,5 CC4 | Kwai Chung berth 4 | | |
| XC6 | Kwai Chung berth 6 | | |
| KC6 KC7 | Kwai Chung berth 7 | | |
| C6/O-F | Kwai Chung berth 6 | | |
| | outer-foul | | |
| KC7/O-F | Kwai Chung berth 7 | | |
| XC // O-1 | outer-foul | | |
| C8, 9 | Kwai Chung berth 8& 9 | | |
| C8, 9 C10-12 | Kwai Chung berth 8& 9 | | |
| XC10-12 XC12-14 | Kwai Chung berth 10-12 | | |
| C13-14 | Kwai Chung berth 13-14 | | |
| C15 | Kwai Chung berth 15 | | |
| KC16-19 | Kwai Chung berth 16-19 | | |
| CC20 | 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 | | |

| Code | Locations |
|--------------|---|
| 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 |
| OINO | outer-foul |
| OTS | Ocean Terminal south berth |
| OTSO | Ocean Terminal south berth |
| 0150 | 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 |
| KD0/1 | anchorage |
| RTT-1 | River Trade Terminal No.1 |
| 111-1 | berth |
| RTT-2 | River Trade Terminal No.2 |
| K11-2 | berth |
| SEATRIAL | Sea trial, compass adjustment |
| SEATRIAL | |
| ~~~. ~~~. ~~ | & 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 | Anchorages 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 |
| TSK-MHB | Tap Shek Kok Material |
| | Handling Berth |
| TYD | Handling Berth Floating docks west of T/Y |
| | Island |
| URMPS / | Transit Mawan – Bulker & |
| URMA | Tanker (All vessels other than |
| C1(1V17.1 | passenger & container ship) |
| URMPS-C / | Transit Mawan – Passenger & |
| | |
| URMA-C | 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

PAC endorsed on 14 December 2006

Location: BUOY Government mooring buoy

010 **Berthing** LOA: Max 183m 011 **Unberthing** LOA: Max 183m **Draft:** Subject to the depth underneath **Draft:** Subject to the depth underneath

individual buoy (min 10% UKC) 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.

- Mooring and/or unmooring operations may be suspended if the pilots consider such operations to be dangerous.
- 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

 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. Item 6
Berthing Guidelines Pending

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) Unberthing LOA: Max 183m Unberthing LOA:

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.
- Mooring and/or unmooring operations may be suspended if the pilots consider such operations to be dangerous.
- 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.

Berthing Guidelines PAC endorsed on 4 February 2010

Location: SWSTL Shiu Wing steel wharf (TSK)

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

| 010 | Berthing | LOA: Max 168m | 011 | Unberthing | LOA: Max 168m |
|----------|--------------|---------------|---------|----------------|---------------|
| Draft: | Max. 8m (m | in 15% UKC) | Draft: | Max. 8m (min | 15% UKC) |
| Time: | Day light on | ly | Time: | Day light only | |
| Tugs: | 2. | | Tugs: | 2. | |
| Remarks: | Stem to tide | for berthing. | Remarks | : | |
| | | | | | |
| | | | | | |

| 020 Draft: Time: | Berthing LOA: Max 183m Max. 8m (min 15% UKC) Day light only | 021 Draft: Time: | Unberthing LOA: Max 183m Max. 8m (min 15% UKC) Day light only |
|-------------------------|---|------------------|---|
| | Draft>10m Day HW+1 to HW+3 & Day LW-1 to LW+1.5 @ Mawan | | Draft>10m subject to current condition @ Mawan Day only |

| Tugs: | 2. | 1 | escort | @ | Mawan | if | Tugs: | 2. | 1 | escort | @ | Mawan | if |
|---------|-----|-------|--------|---|-------|----|---------|--------|-------|--------|---|-------|----|
| | Dra | aft> | 10m. | | | | | Dra | aft>1 | 10m. | | | |
| Remarks | 2 p | ilots | s. | | | | Remarks | s: 2 p | ilots | | | | |

Remarks: 2 pilots.

Stem to tide for berthing.

| 030 | Berthing LOA: Max 200m | 031 | Unberthing LOA: Max 200m |
|--------|-----------------------------|--------|--------------------------------|
| Draft: | Max. 8m (min 15% UKC) | Draft: | Max. 8m (min 15% UKC) |
| Time: | Day HW+1 to HW+3 & | Time: | Subject to current condition @ |
| | Day LW-1 to LW+1.5 @ Mawan | | Mawan Day only |
| Tugs: | 3 incl. 1 @ Mawan est. | Tugs: | 2 incl. 1 @ Mawan est. |
| _ | From URMA: 3 incl. 1 escort | _ | To URMA: 2 incl. 1 escort from |
| | from URMA to berth | | berth to URMA |
| ъ . | 0.11. | D 1 | 2 1 4 |

Remarks: 2 pilots.

Remarks: 2 pilots.

Stem to tide for berthing.

Berthing Guidelines Pending

Location: SWSTL Shiu Wing steel wharf (TSK)

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

| 010 | Berthing LOA: Max 168 | m 011 | Unberthing | LOA: Max 168m |
|---------|----------------------------|---------|----------------|---------------|
| Draft: | Max. 10m (min 15% UKC) | Draft: | Max. 10m (mir | n 15% UKC) |
| Time: | Day light only | Time: | Day light only | |
| Tugs: | 2. | Tugs: | 2. | |
| Remarks | Stem to tide for berthing. | Remarks | : | |

| 020 | Berthing LOA: Max 183m | 021 | Unberthing LOA: Max 183m |
|---------|-------------------------------|---------|------------------------------|
| Draft: | Max. 11.5m (min 15% UKC) | Draft: | Max. 11.5m (min 15% UKC) |
| Time: | Day light only | Time: | Day light only |
| | Draft>10m Day HW+1 to HW+3 | | Draft>10m subject to current |
| | & Day LW-1 to LW+1.5 @ | | condition @ Mawan Day only |
| | Mawan | | • |
| Tugs: | 2. 1 escort @ Mawan if | Tugs: | 2. 1 escort @ Mawan if |
| Ö | Draft>10m. | Ö | Draft>10m. |
| Remarks | 2 pilots. | Remarks | s: 2 pilots. |
| | Stem to tide for berthing. | | 1 |

| 030 | Berthing LOA: Max 200m | 031 | Unberthing LOA: Max 200m |
|--------|----------------------------|--------|---------------------------------|
| Draft: | Max. 11.5m (min 15% UKC) | Draft: | Max. 11.5m (min 15% UKC) |
| Time: | Day HW+1 to HW+3 & | Time: | Subject to current condition @ |
| | Day LW-1 to LW+1.5 @ Mawan | | Mawan Day only |
| Tugs: | 3 incl. 1 @ Mawan est. | Tugs: | 2 incl. 1 @ Mawan est. |

From URMA: 3 incl. 1 escort

from URMA to berth

Remarks: 2 pilots.

Stem to tide for berthing.

2 incl. 1 @ Mawan est. To URMA: 2 incl. 1 escort from

Item 7

berth to URMA

Remarks: 2 pilots.

ON TRIAL

Location : TSK-MHB Tap Shek Kok Material Handling Berth

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

Draft: Max. 8m (min. 15% UKC) **Draft:** Max. 8m (min. 15% UKC)

Time: Day light only **Time:** Day light only

Day LW+1 to HW+1 @ berth

Tugs: 2 **Tugs:** 2

Remarks: Starboard side to. Remarks:

Berthing Guidelines Pending

ON TRIAL

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 215m 011 S. bound LOA: Max 215m **Draft:** Draft: Max. 12m (min. 15% UKC) Max. 12m (min. 15% UKC)

Time: Time: 24 hrs. 24 hrs.

> Draft>10m subject to current condition Draft>10m subject to current condition @

@ Mawan Mawan

Tugs: Tugs:

Remarks: On trial with effect from 1 April 2011 **Remarks:** On trial with effect from 1 April 2011

020 N. bound LOA: Max 230m 021 S. bound LOA: Max 230m Draft: **Draft:** Max. 12.5m (min. 15% UKC) Max. 12.5m (min. 15% UKC)

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

Tugs: Tugs:

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

Night: 2 pilots Night: 2 pilots

030 N. bound 031 S. bound LOA: Max 250m LOA: Max 250m **Draft:** Max. 13m (min. 15% UKC) **Draft:** Max. 13m (min. 15% UKC)

Time: Subject to current condition @ Mawan Time: Subject to current condition @ Mawan Tugs: 1 escort @ Mawan for Mawan Transit. Tugs: 1 escort @ Mawan for Mawan Transit.

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

thrusters). thrusters). Remarks: 2 pilots. Remarks: 2 pilots.

040 LOA: Max 280m 041 S. bound LOA: Max 280m N. bound **Draft:** Max. 13.5m (min. 15% UKC) **Draft:** Max. 13.5m (min. 15% UKC)

Subject to current condition @ Mawan Time: Subject to current condition @ Mawan Time: **Tugs:** 1 escort from Kellett buoy for Mawan Tugs: 1 escort @ Mawan for Mawan Transit.

From URMA: +1 @ URMA (tug @ Transit. To URMA: +1 @ URMA (tug @ URMA exempted for vessels with

URMA exempted for vessels with thrusters). thrusters).

Remarks: 2 pilots. Remarks: 2 pilots.

050 LOA: Max 310m 051 N. bound S. bound LOA: Max 310m **Draft:** Max. 14.5m (min. 15% UKC) **Draft:** Max. 14.5m (min. 15% UKC)

Subject to current condition @ Mawan Time: Subject to current condition @ Mawan Time: **Tugs:** 1 escort from Kellett buoy for Mawan 1 escort @ Mawan for Mawan Transit. Tugs:

> To URMA: +1 @ URMA (tug @ From URMA: +1 @ URMA (tug @

> URMA exempted for vessels with URMA exempted for vessels with thrusters).

thrusters and Draft≤13.5m. Thrusters

Remarks: 2 pilots. Remarks: 2 pilots.

not considered if Draft>13.5m).

Transit.