

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.

Marine Department

April 2011

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 “TPGAS” & “Tolo harbor Town Gas wharf” – insert “ TSK-MHB ” & “ Tap Shek Kok Material Handling Berth ” under Code and Location respectively.	New bulk cargo handling berth of CLP Tap Shek Kok coal wharf at Tuen Mun.
2.	Chapter 2 – General Remarks	<p>(a) Para. (1) – replace “performed are conducted” by “performed and conducted” in line 1;</p> <p>(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;</p> <p>(c) Para. (3) – replace “equivalence” by “equivalent” in line 3;</p> <p>(d) Para. (4) – replace “transit all” by “transit in all” in line 6;</p> <p>(e) Para. (6) – replace “considers to the” by “considers to be the” in line 2;</p> <p>(f) Para. (7) – replace “In any special” by “When any special” in line 1;</p> <p>(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</p> <p>(h) Para. (9) – Delete paragraph (9).</p>	<p>(a)–(f) To correct previous typo errors.</p> <p>(g)–(h) To follow up the discussion on PAC Paper PAC Paper No. 5/2010 – “Berthing Guidelines Amendment Procedures” at the last PAC meeting.</p>

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.)	<ul style="list-style-type: none"> (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”. 	<ul style="list-style-type: none"> (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 (Shiu Wing steel wharf)	(a) Items 010 & 011 – replace maximum draft of “8m” by “10m”; and (b) Items 020, 021, 030 & 031 – replace maximum draft of “8m” by “11.5m”.	SWSTL reported that the depth of the wharf had been dredged to -12mPD.

Code	Location
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
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

Berthing Guidelines

Code	Location
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
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
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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
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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

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 manoeuvring conditions; and are deemed to be the minimum requirements as such. Should the condition and circumstances be changed which may affect any working parameter; the pilot may at his discretion to amend any requirements therein. Any additional tug in excess of the said requirement as required by the Master and/or ship's operators to enhance the safety be concurred and encouraged by all pilots. When two or more Grade II tugs are stipulated in the Berthing Guidelines, they should not be replaced by 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

- (1) 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 manoeuvring conditions; and are deemed to be the minimum requirements as such. Should the condition and circumstances be changed which may affect any working parameter; the pilot may at his **discretion 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.
- (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 **equivalent** 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 in all** tidal conditions. Ample margin must be allowed for the following when calculating the effective UKC:
 - (iii) Listing due to e.g. inadequate GM (Vessel Tender),
 - (iv) Delay of berthing/unberthing due to delayed schedule, traffic congestion, weather etc. particularly on a falling tide.

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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.**

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 0686			
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 0395			
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 8126			
H.K. United 20	2 × 850	20	Grade II

Berthing Guidelines

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 0686			
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 0395			
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 8126			
H.K. United 20	2 × 850	20	Grade II

Berthing Guidelines

PAC endorsed on 4 February 2010

Chapter: 8

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 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	

Berthing Guidelines

Chapter: 8

BERTH /WHARF/TERMINAL INFORMATION

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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 9603 9692
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	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	8.0	200	125/305	215	2618 8761
TPGAS	11.0	228	120/300	300	2666 2106 9092 1684
YUENFAT	6.7	153	040/220	171	2404 8402
TSK-MHB	8.0	120	038/218	140	

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

Berthing Guidelines

Chapter: 12

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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

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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)
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SSK-1	Sham Shui Kok Anchorage No. 1
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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	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*PAC endorsed on 14 December 2006***Item 6***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)		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. LOA >230m requires one tug standby.

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:

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.

Berthing Guidelines

PAC endorsed on 4 February 2010

Item 7

Location : SWSTL

Shiu Wing steel wharf (TSK)

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

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

Berthing Guidelines

Pending

Location : SWSTL

Shiu Wing steel wharf (TSK)

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

010	Berthing LOA: Max 168m Draft: Max. 10m (min 15% UKC) Time: Day light only Tugs: 2. Remarks: Stem to tide for berthing.	011	Unberthing LOA: Max 168m Draft: Max. 10m (min 15% UKC) Time: Day light only Tugs: 2. Remarks:
020	Berthing LOA: Max 183m Draft: Max. 11.5m (min 15% UKC) Time: Day light only Draft>10m Day HW+1 to HW+3 & Day LW-1 to LW+1.5 @ Mawan Tugs: 2. 1 escort @ Mawan if Draft>10m. Remarks: 2 pilots. Stem to tide for berthing.	021	Unberthing LOA: Max 183m Draft: Max. 11.5m (min 15% UKC) Time: Day light only Draft>10m subject to current condition @ Mawan Day only Tugs: 2. 1 escort @ Mawan if Draft>10m. Remarks: 2 pilots.
030	Berthing LOA: Max 200m Draft: Max. 11.5m (min 15% UKC) Time: Day HW+1 to HW+3 & Day LW-1 to LW+1.5 @ Mawan Tugs: 3 incl. 1 @ Mawan est. From URMA: 3 incl. 1 escort from URMA to berth Remarks: 2 pilots. Stem to tide for berthing.	031	Unberthing LOA: Max 200m Draft: Max. 11.5m (min 15% UKC) Time: Subject to current condition @ Mawan Day only Tugs: 2 incl. 1 @ Mawan est. To URMA: 2 incl. 1 escort from berth to URMA Remarks: 2 pilots.

Berthing Guidelines

Pending

ON TRIAL

Location : TSK-MHB

Tap Shek Kok Material Handling Berth

010 **Berthing** LOA: Max 120m
Draft: Max. 8m (min. 15% UKC)
Time: Day light only
 Day LW+1 to HW+1 @ berth

011 **Unberthing** LOA: Max 120m
Draft: Max. 8m (min. 15% UKC)
Time: Day light only

Tugs: 2

Tugs: 2

Remarks: Starboard side to.

Remarks:

Berthing Guidelines

Pending

ON TRIALLocation : 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
Draft: Max. 12m (min. 15% UKC)
Time: 24 hrs.
 Draft>10m subject to current condition @ Mawan

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

011 S. bound LOA: Max 215m
Draft: Max. 12m (min. 15% UKC)
Time: 24 hrs.
 Draft>10m subject to current condition @ Mawan

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

020 N. bound LOA: Max 230m
Draft: Max. 12.5m (min. 15% UKC)
Time: Subject to current condition @ Mawan
Tugs:
Remarks: Day: 1 pilot
 Night: 2 pilots

021 S. bound LOA: Max 230m
Draft: Max. 12.5m (min. 15% 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. 15% 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.

031 S. bound LOA: Max 250m
Draft: Max. 13m (min. 15% 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.

040 N. bound LOA: Max 280m
Draft: Max. 13.5m (min. 15% 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.

041 S. bound LOA: Max 280m
Draft: Max. 13.5m (min. 15% 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.

050 N. bound LOA: Max 310m
Draft: Max. 14.5m (min. 15% 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. 15% 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.