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**.

Amendments

- 2. The proposed amendments in **ANNEX** are:
 - Amendment Item Nos. 1, 5, 6, 7(a)-(e) and 8 to include new Euro Asia 3
 Pontoon Berth at Tsing Yi Island and to rename all China Resources berths as Sinopec berths;
 - b) Amendment Item No. 2 to clarify the tug power;
 - c) Amendment Item No. 3 to revise or set new thruster requirements for vessels with length overall (LOA) above 250m;
 - d) Amendment Item No. 4 to update the fleet of Hong Kong Tugs and South China Tug;
 - e) Amendment Item Nos. 9-17 for clarity of sentences and to revise tug requirements for vessels above 340m LOA with sluggish manoeuvrability due to heavy laden;
 - f) Amendment Item No. 18 to incorporate new berthing guidelines for Tap Shek Kok Material Handling Berth after the completion of trials;
 - g) Amendment Item Nos. 19-20 to clarify the tug power; and
 - h) Amendment Item No. 21 to clarify the tug power and escort range; and, on trial for further relaxation of one pilot for container/passenger vessels below 230m LOA transiting Mawan at night.

Consultation

3. The above-proposed amendments had been circulated to the PAC Working Group and Members' comments have been incorporated.

Recommendation

4. Members are recommended to endorse the proposed amendments.

Marine Department May 2012

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)	 (a) Replace "EURO 1,2" & "Euro Asia berth 1,2" by "EURO 1, 2, 3P" & "Euro-Asia berth 1,2 & 3P" under Code and Location respectively; (b) Delete "CRC-A" & "China Resources T/Y main berth (A); (c) Delete "CRC-B" & "China Resources T/Y west berth (B); (d) Delete "CRC-C" & "China Resources T/Y east berth (C); (e) Delete "CRC-CW" & "China Resources Chai Wan berth; (f) Delete "CRC3-TY" & "China Resources T/Y No.3 berth; Below "Shell-LPG" and "Shell oil terminal LPG berth" insert the followings: (g) "SINOPEC-A" & "Sinopec T/Y west berth (B)"; (i) "SINOPEC-E" & "Sinopec T/Y east berth (C)"; (j) "SINOPEC-C" & "Sinopec Chai Wan berth"; (k) "SINOPEC3-TY" & "Sinopec T/Y No.3 berth". 	 (a) New berthing facility at Euro-Asia Berth 3 with pontoon. (b) – (k) China Resources renamed as Sinopec.
2.	Chapter 3 – Tug Requirements	Replace paragraph 6 by : "For all bulk and oil terminals (including CLPTSK & HKELECT), where the BGL stipulates 3 tugs are required, at least 2 tugs must be 3600 HP each or min. 7200 HP together (Tug 2600HP not accepted). If 4 tugs are required, at least 2 tugs must be 3600HP."	For clarity.

3.	Chapter 4 – Berthing Remarks	Rep	place the table	of vessel's LOA	To reflect current operational		
	(Paragraph 6 – transverse	thru	ster by the foll	lowing table :	need based on practical		
	thruster(s) information)	Le	Vessel's ength over all	Actual minimum Horse Power	Actual minimum Kilo Watts	Actual minimum Kilo Newton	experience.
			<131m	600	438	45	
			131-180m	800	584	61	
			181-250m	1000	730	75	
			251-300m	2000	1460	150	
			301-350m	3000	2190	225	
			>350m	3500	2555	263	
4.	Chapter 6 – Tugs Information	(a)	Insert new tu	gs "Taikoo, 5000,	74.5, Grade 1" ai	nd "Tai O, 5000, 71.8,	To update the fleet of Hong Kong
	Hong Kong Tug & South China		Grade 1" belo	w tug "Sha Tin, 40	000, 56, Grade I'';		Tug and South China Tug.
	Tug	(b)	Insert new tu	g "Whampoa, 500	0, 68.6, Grade 1"	below tug "Yuen Kok,	
	(Under Name, HP, B.pull		4000, 56, Gra	de I";			
	(tonnes) & Remarks)	(c)	Insert new tug	g "Hai Shan, 6000,	75, Grade 1" below	w tug "Hai Tong, 4000,	
			52, Grade I".				

5.	Chapter 8 DEDTU/WUADE/	(a)	Below "EURO 2" insert ""EURO 3P, 8.6, 165, 148/328, 215, 2436 8233,	(\mathbf{a})	Now borthing facility of
5.	Chapter 8 – BERTH/WHARF/	(a)		(a)	New berthing facility at
	TERMINAL INFORMATION		9603 9692".		Euro-Asia Berth 3 with
	(under BERTH, Draft(m),	. ,	Delete "CRC-A, 14.0, 250, 086/266, 280, 2431 3090";		pontoon.
	Direction, Length & Telephone	(c)	Delete "CRC-B, 7.5, 120, 086/266, 129, 2431 3090";		
	No.)	(d)	Delete "CRC-C, 6.5, 90, 086/266, 115, 2431 3090";	(b) -	- (k) China Resources
		(e)	Delete "CRC-CW, 5.0, 65, 172/352, 70, 2558 8341";		renamed as Sinopec.
		(f)	Delete "CRC3-TY, 7.5, 120, 124/304, >150, 2431 3090";		
		Belo	ow "SHELL-LPG" – insert the followings:		
		(g)	"SINOPEC-A, 14.0, 250, 086/266, 280, 2431 3090";		
		(h)	"SINOPEC-B, 7.5, 120, 086/266, 129, 2431 3090";		
		(i)	"SINOPEC-C, 6.5, 90, 086/266, 115, 2431 3090";		
		(j)	"SINOPEC-CW, 5.0, 65, 172/352, 70, 2558 8341";		
		(k)	"SINOPEC3-TY, 7.5, 120, 124/304, >150, 2431 3090".		
6.	Chapter 12 – Berthing	(a)	Replace "EURO 1,2" & "Euro Asia berth 1,2" by "EURO 1, 2, 3P" &	(a)	New berthing facility at
	Guidelines **INDEX**		"Euro-Asia berth 1,2 & 3P";		Euro-Asia Berth 3 with
	(under Code and Location)	(b)	Delete "CRC-A" & "China Resources T/Y main berth (A);		pontoon.
		(c)	Delete "CRC-B" & "China Resources T/Y west berth (B);		
		(d)	Delete "CRC-C" & "China Resources T/Y east berth (C);	(b) -	- (k) China Resources
		(e)	Delete "CRC-CW" & "China Resources Chai Wan berth;		renamed as Sinopec.
		(f)	Delete "CRC3-TY" & "China Resources T/Y No.3 berth;		
		Belo	ow "Shell-LPG" and "Shell oil terminal LPG berth" insert the followings:		
		(g)	"SINOPEC-A" & "Sinopec T/Y main berth (A)";		
		(b)	"SINOPEC-B" & "Sinopec T/Y west berth (B)";		
		(i)	"SINOPEC-C" & "Sinopec T/Y east berth (C)";		
		(i) (j)	"SINOPEC-CW" & "Sinopec Chai Wan berth";		
		•	"SINOPEC3-TY" & "Sinopec T/Y No.3 berth".		
			Sinter Les-11 & Sinopee 1/1 no.5 betuil.		

7.	Locations :	(a) Replace "CRC-A" & "China Resources T/Y main berth (A)" by	China Resources renamed as
	(a) CRC-A : China Resources	"SINOPEC-A" & "Sinopec T/Y main berth (A)"	Sinopec.
	T/Y main berth (A)	(b) Replace "CRC-B" & "China Resources T/Y main berth (B)" by	
	(b) CRC-B : China Resources	"SINOPEC-B" & "Sinopec T/Y west berth (B)"	
	T/Y main berth (B)	(c) Replace "CRC-C" & "China Resources T/Y east berth (C)" by	
	(c) CRC-C : China Resources	"SINOPEC-C" & "Sinopec T/Y east berth (C)"	
	east berth (C)	(d) Replace "CRC-CW" & "China Resources Chai Wan berth" by	
	(d) CRC-CW : China	"SINOPEC-CW" & "Sinopec Chai Wan berth"	
	Resources Chai Wan berth	(e) Replace "CRC3-TY" & "China Resources T/Y No.3 berth" by	
	(e) CRC3-TY : China	"SINOPEC3-TY" & "Sinopec T/Y No.3 berth"	
	Resources T/Y No.3 berth		
8.	Location : EURO-3P	To incorporate new berthing information on EURO-3P in the Berthing	New berthing facility at
	(Euro-Asia berth 3P)	Guidelines.	Euro-Asia Berth 3 with pontoon.
9.	Location : KC1,2,3,5	(a) Item 010 Tugs – replace "If D>8m 2." by "2 if D>8m.".	(a) – (c) For clarity.
	(Kwai Chung berth 1,2,3 & 5)	(b) Item 011 Tugs – replace "If no anchor down 2." by "2 if no anchor down."	
		(c) General Remarks – replace the bullet points symbol by numerals.	(d) - (e) To reflect current
		(d) Items 040 & 041 LOA – replace "367m" by "340m".	operational need based on
		(e) Item 050 Tugs – insert "D>12.5m, 4 incl. 1 GI est. if no bow thruster.".	practical experience.
10.	Location : KC4	(a) Item 010 Tugs – replace "If D>8m 2." by "2 if D>8m."	(a) – (c) For clarity.
	(Kwai Chung berth 4)	(b) Item 011 Tugs – replace "If no anchor down 2." by "2 if no anchor down."	
		(c) General Remarks – replace the bullet points symbol by numerals.	(d) – (e) To reflect current
		(d) Items 040 & 041 LOA –replace "367m" by "340m".	operational need based on
		(e) Item 050 Tugs – insert "D>12.5m, 4 incl. 1 GI est. if no bow thruster."	practical experience.

11.	Location : KC6 (a) Item 010 Tug	s – replace "If D>8m 2." by "2 if D>8m."	(a) – (c) For clarity.
	(Kwai Chung berth 6) (b		s – replace "If no anchor down 2." by "2 if no anchor down."	
			-	
	(0	c) General Rem	arks – replace the bullet points symbol by numerals.	(d) - (f) To reflect current
	(6	l) Items 040 &	041 LOA –replace "350m" by " <mark>340m</mark> ".	operational need based on
	(6	e) Insert followi	ng new item below Item 040:	practical experience.
		050	Berthing LOA: Max 350m	
		Draft:	Max. 14.2m + tide – 10%UKC	
		Time:	24 hrs.	
		Tugs:	3 incl. 1 GI est. if no bow thruster.	
			2 if bow & stern thrusters fitted.	
			D>12.5m, 4 incl. 1 GI est. if no	
			bow thruster.	
		Remarks:	Stern in 4 tugs	
	(f) Insert following	ng new item below Item 041:	
		051	Unberthing LOA: Max 350m	
		Draft:	Max. 14.2m + tide – 10%UKC	
		Time:	24 hrs.	
		Tugs:	3. 2 if bow & stern thrusters fitted.	
		Remarks:		

12	Location : KC7	(a)	010 Tugs – replace "If D>8m 2." by "2 if D>8m."	(a) – (c) For clarity.
	(Kwai Chung berth 7)	(b)	Item 011 Tugs – replace "If no anchor down 2." by "2 if no anchor down."	
		(c)	General Remarks – replace the bullet points symbol by numerals.	(d) - (f) To reflect current
		(d)	Items 040 & 041 LOA –replace "350m" by "340m".	operational need based on
		(e)	Insert following new item below Item 040:	practical experience.
			050 Berthing LOA: Max 350m	
			Draft: Max. 15.0m + tide – 10%UKC	
			Time:24 hrs.	
			Tugs: 3 incl. 1 GI est. if no bow thruster.	
			2 if bow & stern thrusters fitted.	
			D>12.5m, 4 incl. 1 GI est. if no	
			bow thruster.	
			Remarks: Stern in 4 tugs	
		(f)	Insert following new item below Item 041:	
			051 Unberthing LOA: Max 350m	
			Draft: Max. 15.0m + tide – 10%UKC	
			Time:24 hrs.	
			Tugs: 3. 2 if bow & stern thrusters fitted.	
			Remarks:	
13.	Location : KC8,9	(a)	Item 010 Tugs – replace "If D>8m 2." by "2 if D>8m."	(a) – (c) For clarity.
	(Kwai Chung berth 8 & 9)	(b)	Item 011 Tugs – replace "If no anchor down 2." by "2 if no anchor down."	-
		(c)	General Remarks – replace the bullet points symbol by numerals.	(d) - (e) To reflect current
		(d)	Items 040 & 041 LOA – replace "367m" by "340m".	operational need based on
		(e)	Item 050 Tugs – insert "D>12.5m, 4 incl. 1 GI est. if no bow thruster."	practical experience.
l				

	· · · ·			
14.	Location : KC10-12	(a)	Item 010 Tugs – replace "If D>8m 2." by "2 if D>8m."	(a) - (c) For clarity.
	(Kwai Chung berth 10-12)	(b)	Item 011 Tugs – replace "If no anchor down 2." by "2 if no anchor down."	
		(c)	General Remarks – replace the bullet points symbol by numerals.	(d) - (f) To reflect current
		(d)	Items 040 & 041 LOA –replace "367m" by "340m".	operational need based on
		(e)	Insert following new item below Item 040:	practical experience.
			050 Berthing LOA: Max 367m	
			Draft: Max. 15.0m + tide – 10%UKC	
			Time:24 hrs.	
			Tugs: 3 incl. 1 GI est. if no bow thruster.	
			2 if bow & stern thrusters fitted.	
			D>12.5m, 4 incl. 1 GI est. if no	
			bow thruster.	
			Remarks: Stern in 4 tugs	
		(f)	Insert following new item below Item 041:	
			051 Unberthing LOA: Max 367m	
			Draft: Max. 15.0m + tide – 10%UKC	
			Time:24 hrs.	
			Tugs: 3. 2 if bow & stern thrusters fitted.	
			Remarks:	
15.	Location : KC13-14	(a)	Item 010 Tugs – replace "If D>8m 2." by "2 if D>8m.".	(a) - (c) For clarity.
15.		(b)	Item 010 Tugs – replace "If no anchor down 2." by "2 if no anchor down".	
		(c)	General Remarks – replace the bullet points symbol by numerals.	(d) - (f) To reflect current
		(c) (d)	Items 040 & 041 LOA –replace "367m" by "340m".	operational need based on
		(u) (e)	Item 040 Remarks – insert "Stern in 3 tugs.".	practical experience.
		(t)	Item 050 Tugs – insert "D>12.5m, 4 incl. 1 GI est. if no bow thruster.".	
		(1)	1000 1000 - 100000 - 10000 - 10000 - 10000 - 10000 - 10000 - 10000 - 10000 - 10000 -	

16.	Location : KC15 (Kwai Chung berth 15)	 (a) Item 010 Tugs - replace "If D>8m 2." by "2 if D>8m." (b) Item 011 Tugs - replace "If no anchor down 2." by "2 if no anchor down" (c) General Remarks - replace the bullet points symbol by numerals. (d) Items 040 & 041 LOA - replace "LOA Max 367m" by "LOA Max 340m" (e) Item 050 Tugs - insert "D>12.5m, 4 incl. 1 GI est. if no bow thruster." 	 (a) – (c) For clarity. (d) – (e) To reflect current operational need based on practical experience.
17.	Location : KC16-19 (Kwai Chung berth 16-19)	 (a) Item 010 Tugs - replace "If D>8m 2." by "2 if D>8m." (b) Item 011 Tugs - replace "If no anchor down 2." by "2 if no anchor down" (c) General Remarks - replace the bullet points symbol by numerals. (d) Items 040 & 041 LOA - replace "367m" by "340m". (e) Item 050 Tugs - insert "D>12.5m, 4 incl. 1 GI est. if no bow thruster." 	 (a) – (c) For clarity. (d) – (e) To reflect current operational need based on practical experience.
18.	Location : TSK-MHB (Tap Shek Kok Material Handling Berth)	To incorporate new berthing information on TSK-MHB in the Berthing Guidelines.	Completion of trials.
19.	Location : URMPS/URMA (Transit Mawan – Bulker & Tanker (All vessels other than passenger & container ship)	 (a) Under location heading – replace "LOA>255m" by "LOA>255m≤290m" (b) Items 040, 041, 050 and 051 Tugs – insert "Tug minimum 3600 HP each" (c) General Remarks: - (i) replace the bullet points symbol by numerals; (ii) replace para. 6 by "Unless otherwise specified, escort tug for Mawan transit is required for the waters between Kellett buoy and Ha Pang."; (iii) insert new para. 7 "For LOA>230m≤290m or Draft >13m, escort tug is minimum 3600HP each or minimum 7200HP total (Tug 2600HP not accepted) if 2 tugs are required.". 	 (a) – (b) To reflect current operational need based on practical experience. (c)(i)-(ii) For clarity. (c)(iii) To reflect current operational need based on practical experience.

20.	Location : URMPS/URMA	On '	Frail Guidelines for LOA>290m - General Remarks: -	(a) – (b) For clarity.
	(Transit Mawan – Bulker &	(a)	Replace the bullet points symbol by numerals.	
	Tanker (All vessels other than	(b)	Replace para. 6 by "Unless otherwise specified, escort tug for Mawan	
	passenger & container ship)		transit is required for the waters between Kellett buoy and Ha Pang."	
21.	Location : URMPS-C/URMA-C	(a)	Under location heading – replace " <i>Restricted transit period</i> @ <i>Mawan</i> =	(a), (e) – (h) & (j)(ii) For clarity.
	(Transit Mawan – Passenger &		Current Against >3 knots / With >2 knots" by: -	
	Container ship)		"Draft $\leq 14.5m$: Restricted transit period @ Mawan = Current Against >3	(b) - (d) On trail for further
			knots / With >2 knots	relaxation on one pilot for
			Draft>14.5m≤15.5m : Restricted transit period @ Mawan = Current	night transit.
			Against >2 knots / With >1 knots"	
		(b)	Replace Item 010 by: -	(g) & (j)(i) Round up for
			010 N. bound LOA: Max 200m	vessels with LOA
			Draft: Max. 10.0m (min 15% UKC)	between 366-367m.
			Time:24 hrs.	
			Tugs:	(j)(iii) To reflect current
			Remarks:	operational need based on
		(c)	Replace Item 011 by: -	practical experience.
			011 S. bound LOA: Max 200m	
			Draft: Max. 10.0m (min 15% UKC)	
			Time: 24 hrs.	
			Tugs:	
		(\mathbf{d})	Remarks: Items 020, and 021 General Remarks: -	
		. ,		
			 i) delete "Day: 1 pilot" and "Night: 2 pilots"; ii) insert "On trial with affect from 1 February 2012." 	
			ii) insert "On trial with effect from 1 February 2012.".Items 060, 061, 070 and 071 Time: -	
		(e)		
			 delete "(see General Remarks 4a, 4b)"; insert "day light only" 	
			ii) insert "day light only".	

_	
	(f) Items 060, 061, 070 and 071 Tugs – delete "(see General Remarks 4c)".
	(g) Items 060 and 070 Tugs – insert "1 from GI & 1 from Kellett buoy escort
	for Mawan Transit.".
	(h) Items 061 and 071 Tugs – insert "2 escort @ Mawan for Mawan Transit.".
	(i) Items 070 and 071 LOA – replace "366m" by "367m".
	(j) General Remarks: –
	(i) paragraph 3 - replace "366m" by "367m";
	(ii) delete paragraph 4;
	(iii) Insert following below paragraph 3: -
	"4. Unless otherwise specified, escort tug for Mawan transit is
	required for the waters:
	(a) North bound : from Kellett buoy to NW Mawan Signal Mast
	except required otherwise by pilot/Master.
	(b) South bound : from Ha Pang to 0.5 n.mile south of Tsing Ma
	Bridge except required otherwise by pilot/Master.
	5. For LOA \geq 300m or Draft \geq 12.5m, escort tug is minimum
	3600HP each or minimum 7200HP total (Tug 2600HP
	not accepted) if 2 tugs are required.".
1	

PAC endorsed on 12 April 2011

Chapter: 1 INDEX Chapter Description 1 Index 2 General remarks

-	
3	Pilotage advisory committee
4	Berthing remarks
5	List of important telephone numbers
6	Tugs information
7	Floating docks information
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

**** BERTHING GUIDELINES INDEX ****

.....

DERIT	DERTING GOLDEENCES INDEX					
Code	Location					
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					

Berthing Guidelines

Chapter: 1 INDEX

Chapter	Description
1	Index
2	General remarks
3	Pilotage advisory committee
4	Berthing remarks
5	List of important telephone numbers
6	Tugs information
7	Floating docks information
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

.....

** BERTHING GUIDELINES INDEX **

Location

Code	Location
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
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, 3P	Euro-Asia berth 1,2 & 3P
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

Item 1

Pending

PAC endorsed on 12 April 2011

Item 1 (continued) *Pending*

Code	Location	Berthing Guidelines	(Contin Per
KC10-12	Kwai Chung berth 10-12		
KC13-14	Kwai Chung berth 13-14	Code	Location
KC15	Kwai Chung berth 15	KEL-1	Kellett Anchorage No. 1
KC16-19	Kwai Chung berth 16-19	KEL-2	Kellett Anchorage No. 2
KC20	Kwai Chung berth 20	KEL-3	Kellett Anchorage No. 3
KEL-1	Kellett Anchorage No. 1	KYCA	Kau Yi Chau DG anchorage
KEL-2	Kellett Anchorage No. 2	LOP	Lok On Pai oil berth
KEL-3	Kellett Anchorage No. 3	MFT	Macau ferry terminal
KYCA	Kau Yi Chau DG anchorage	MOBIL	Mobil oil terminal main berth
LOP	Lok On Pai oil berth	MOBIL-E	Mobil oil terminal east berth
MFT	Macau ferry terminal	MWA	Ma Wan anchorage
MOBIL	Mobil oil terminal main berth	NLA	North Lamma anchorage
MOBIL-E	Mobil oil terminal east berth	NWLA	North West Lamma anchorage
MWA	Ma Wan anchorage	OTN	Ocean Terminal north berth
NLA	North Lamma anchorage	OTNO	Ocean Terminal north berth outer-foul
NWLA	North West Lamma anchorage	OTS	Ocean Terminal south berth
OTN	Ocean Terminal north berth	OTSO	Ocean Terminal south berth outer-foul
OTNO	Ocean Terminal north berth outer-foul	PAFF	Permanent Aviation Fuel Facility
OTS	Ocean Terminal south berth	PSSA-E	Pun Shan Shek anchorage east
OTSO	Ocean Terminal south berth outer-foul	PSSA-W	Pun Shan Shek anchorage west
PAFF	Permanent Aviation Fuel Facility	RDGA	Reserved dangerous goods anchorage
PSSA-E	Pun Shan Shek anchorage east	RTT-1	River Trade Terminal No.1 berth
PSSA-W	Pun Shan Shek anchorage west	RTT-2	River Trade Terminal No.2 berth
RDGA	Reserved dangerous goods anchorage	SEATRIAL	Sea trial, compass adjustment & DF calibration
RTT-1	River Trade Terminal No.1 berth	SHACHAU	Sha Chau oil terminal (TSK)
RTT-2	River Trade Terminal No.2 berth	SHELL	Shell oil terminal main berth
SEATRIAL		SHELL-1E	Shell No. 1 east & west berth
SHACHAU	Sea trial, compass adjustment & DF calibration Sha Chau oil terminal (TSK)	SHELL-2E	Shell No. 2 & 3 east & west berth
SHELL	Shell oil terminal main berth	SHELL-LPG	Shell oil terminal LPG berth
SHELL-1E	Shell No. 1 east & west berth	SINOPEC-A	Sinopec T/Y main berth (A)
SHELL-1E SHELL-2E		SINOPEC-B	Sinopec T/Y west berth (B)
	Shell No. 2 & 3 east & west berth	SINOPEC-C	Sinopec T/Y east berth (C)
SHELL-LPG	Shell oil terminal LPG berth	SINOPEC-CW	Sinopec Chai Wan berth
SLA	Anchorages South of Lamma Island	SINOPEC3-TY	Sinopec T/Y No. 3 berth
SSK-1 SSK-2	Sham Shui Kok Anchorage No. 1	SLA	Anchorages South of Lamma Island
	Sham Shui Kok Anchorage No. 2	SSK-1	Sham Shui Kok Anchorage No. 1
SWSTL	Shiu Wing steel wharf (TSK)	SSK-1 SSK-2	Sham Shui Kok Anchorage No. 2
THA	Tolo harbour anchorage	SWSTL	Shiu Wing steel wharf (TSK)
TOW TOW DEPTH	Ship under tow	THA	Tolo harbour anchorage
TOW-BERTH	Ship under tow to/from berth	TOW	Ship under tow
TPGAS	Tolo harbour Town Gas wharf	TOW-BERTH	Ship under tow to/from berth
TSK-MHB	Tap Shek Kok Material Handling Berth	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	
	other than passenger & container ship)	URMPS/URMA	Floating docks west of T/Y Island
	E I	URMP5/URMA	Transit Mawan – Bulker & Tanker (All vessels
WA-1	Western anchorage No.1	UDMDC CLUDMA C	other than passenger & container ship)
WA-2	Western anchorage No.2		Transit Mawan – Passenger & Container ship
WA-3	Western anchorage No.3	WA-1	Western anchorage No.1
WQA	Western quarantine anchorage	WA-2	Western anchorage No.2
YMTA	Yau Ma Tei anchorage	WA-3	Western anchorage No.3
YUENFAT	Yuen Fat wharf No.2 berth	WQA	Western quarantine anchorage
		YMTA	Yau Ma Tei anchorage
		YUENFAT	Yuen Fat wharf No.2 berth

Chapter: 3

PILOTAGE ADVISORY COMMITTEE

Ref : HQ/COM 423/1 (5) PAC Paper No. 2/86

Guidelines on tug requirements for Kwai Chung Terminals/Oil Terminals/Bulk Terminals

- 1. This paper has been produced for the information of members of the PAC, following meetings of the AD HOC working group on Compulsory Pilotage, where these recommendations have been endorsed and fully supported.
- 2. It is recommended that the table produced in this paper should be used when agents arrange for the booking of tugs, for the towage of vessels berthing and unberthing at Kwai Chung Container Terminal. These tug requirements are to be used during normal working conditions, with the provision that it should have a flexibility on a case basis and should conditions deteriorate during inclement weather, such as in the typhoon season the addition tug requirements may be necessary.
- 3. Grading of tugs. Tugs mentioned in this guideline are graded as follows:-
 - Grade I Locally licensed D/Z-P with horsepower: 2,600 HP or greater – for all vessel of LOA<300m and/or Draft<12.5m 3,600 HP or greater – for all vessel of LOA≥300m and/or Draft≥12.5m Grade II – Locally licensed with horsepower at least 1,248 HP (total)

Both grade I & grade II tug should be equipped with marine VHF.

The grade of tug required in this guideline unless specified will be Grade I.

The requirement on the number of tugs under this BGL shall remain unchanged.

- 4. There are already in existence in Hong Kong a code of practice with certain companies owning large container vessels, to use the recommended number of tugs mentioned in the guideline and in addition request that two tugs are in attendance from the movement of the vessel from Green Island to the berth at Kwai Chung and vice versa.
- 5. For tankers, it is strongly recommended that these guidelines be strictly followed. Due to the volatile and dangerous cargoes that these vessels transport, only tugs with Twin-Screw should be used for the berthing and unberthing of tankers at oil or LPG terminals.
- 6. For all bulk and oil terminals (including CLPTSK & HKELECT), where the BGL stipulates 3 or more tugs are required, at least 2 tugs must be 3,600 HP each or min. 7,200 HP together.

Berthing Guidelines

Chapter: 3 PILO

PILOTAGE ADVISORY COMMITTEE

Ref : HQ/COM 423/1 (5) PAC Paper No. 2/86

Guidelines on tug requirements for Kwai Chung Terminals/Oil Terminals/Bulk Terminals

- 1. This paper has been produced for the information of members of the PAC, following meetings of the AD HOC working group on Compulsory Pilotage, where these recommendations have been endorsed and fully supported.
- 2. It is recommended that the table produced in this paper should be used when agents arrange for the booking of tugs, for the towage of vessels berthing and unberthing at Kwai Chung Container Terminal. These tug requirements are to be used during normal working conditions, with the provision that it should have a flexibility on a case basis and should conditions deteriorate during inclement weather, such as in the typhoon season the addition tug requirements may be necessary.
- 3. Grading of tugs. Tugs mentioned in this guideline are graded as follows:-

Grade I – Locally licensed D/Z-P with horsepower:

2,600 HP or greater – for all vessel of LOA<300m and/or Draft<12.5m 3,600 HP or greater – for all vessel of LOA≥300m and/or Draft≥12.5m

Grade II – Locally licensed with horsepower at least 1,248 HP (total)

Both grade I & grade II tug should be equipped with marine VHF.

The grade of tug required in this guideline unless specified will be Grade I.

The requirement on the number of tugs under this BGL shall remain unchanged.

- 4. There are already in existence in Hong Kong a code of practice with certain companies owning large container vessels, to use the recommended number of tugs mentioned in the guideline and in addition request that two tugs are in attendance from the movement of the vessel from Green Island to the berth at Kwai Chung and vice versa.
- 5. For tankers, it is strongly recommended that these guidelines be strictly followed. Due to the volatile and dangerous cargoes that these vessels transport, only tugs with Twin-Screw should be used for the berthing and unberthing of tankers at oil or LPG terminals.
- 6. For all bulk and oil terminals (including CLPTSK & HKELECT), where the BGL stipulates 3 tugs are required, at least 2 tugs must be 3,600 HP each or min. 7,200 HP together (Tug 2,600HP not accepted). If 4 tugs are required, at least 2 tugs must be 3,600HP.

PAC endorsed on 16 February 2009

Chapter 4 cont'd...

- (1) CLPTSK China Light & power (Tap Shek Kok coal wharf) Tap Shek Kok Coal wharf – If berth is partly occupied, then berth with bow pointing to each other @ slack water (HW+2 or LW+2 to +3, but may vary with seasons). Agents to be advised that limited anchorage off berth.
- (3) TPGAS Tai Po Town Gas berth, Tolo harbour Town gas berth, Tolo Harbour – give warning upon typhoon signal No.1 is hoisted or likely to affect HK as per pilot's advice.
- (4) EUROASIA wharf. Tsing Yi
 - a. VHF watch on ch.11 by berths' supervisor. Also ch.8,9,15,17,69,72,73 and 77 are available.
 - b. Clearance from barges would be required during berthing and unberthing.
 - c. Bridge mark/light available.
- (5) Sea trial due to the limited sea room and congest traffic flow in Hong Kong waters, sea trial will only be carried out at day light hours for safety reason. Water at West and South of Lamma Island will be a suitable location to carry out sea trial, compass adjustment and DF calibration.
- (6) Transverse thruster(s) at one end meets conditions stipulated below, not limited to, may be accepted to substitute one tug:
 - a. It is in good working condition, such that the control button can be adjusted to full power operating position.
 - b. It can run continuously for not less than 30 minutes.
 - c. It must be totally immersed in water.
 - d. It must not be interrupted by the operation of the main engine or other auxiliary engine.
 - Note: Master should consider Pilot's recommendation to use tug even the above conditions are met, especially in adverse weather or small maneuvering area.

Vessel's Length over all	Actual minimum Horse Power	Actual minimum Kilo Watts	Actual minimum Kilo Newton
<131m	600	438	45
131-180m	800	584	61
181-250m	1000	730	75
>250m	1500	1095	113

Berthing Guidelines

Chapter 4 cont'd...

(2) CLPTSK - China Light & power (Tap Shek Kok coal wharf)

Tap Shek Kok Coal wharf – If berth is partly occupied, then berth with bow pointing to each other @ slack water (HW+2 or LW+2 to +3, but may vary with seasons). Agents to be advised that limited anchorage off berth.

(3) TPGAS – Tai Po Town Gas berth, Tolo harbour

Town gas berth, Tolo Harbour – give warning upon typhoon signal No.1 is hoisted or likely to affect HK as per pilot's advice.

- (4) EUROASIA wharf. Tsing Yi
 - a. VHF watch on ch.11 by berths' supervisor. Also ch.8,9,15,17,69,72,73 and 77 are available.
 - b. Clearance from barges would be required during berthing and unberthing.
 - c. Bridge mark/light available.
- (5) Sea trial due to the limited sea room and congest traffic flow in Hong Kong waters, sea trial will only be carried out at day light hours for safety reason. Water at West and South of Lamma Island will be a suitable location to carry out sea trial, compass adjustment and DF calibration.
- (6) Transverse thruster(s) at one end meets conditions stipulated below, not limited to, may be accepted to substitute one tug:
 - a. It is in good working condition, such that the control button can be adjusted to full power operating position.
 - b. It can run continuously for not less than 30 minutes.
 - c. It must be totally immersed in water.
 - d. It must not be interrupted by the operation of the main engine or other auxiliary engine.
 - Note: Master should consider Pilot's recommendation to use tug even the above conditions are met, especially in adverse weather or small maneuvering area.

Vessel's Length over all	Actual minimum Horse Power	Actual minimum Kilo Watts	Actual minimum Kilo Newton
<131m	600	438	45
131-180m	800	584	61
181-250m	1000	730	75
251-300m	2000	1460	150
301-350m	3000	2190	225
>350m	3500	2555	263

PAC endorsed on 12 April 2011

TUGS INFORMATION Chapter: 6 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 3200 45.5 Kau Lung Grade I Lamma 3200 45.5 Grade I 54 Sha Chau 4000 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 4000 54 Grade I Yeung Chau Yiu Lian Tug 2497 0655 2497 0686 3200 42 Hai Fa Grade I 42 3200 Hai Qi Grade I Hai Tong 4000 52 Grade I 52 Hai You 4000 Grade I 52.8 Hoi Lian 4000 Grade I 42 Yiu Lian 18 3200 Grade I Yiu Lian 26 2600 35 Grade I 42 You Da 3200 Grade I You Fa 3200 42 Grade I South China Tug 2548 5205 38 3000 Grade I Guangzhou Guilin 38 Grade I 3000 55 Nanning 4000 Grade I Shanghai 4000 55 Grade I 50 Shantou 3600 Grade I Shunde 4000 56 Grade I Chung Hing Tug 2549 2072 2549 0395 2×624 Chung Hing No.1 (忠興壹) 18 Grade II Wallex 2 (華力二) 18 2×624 Grade II Kam Hung No.38 Tug 2619 6981-3 Dong Tai 1280 19 Grade II 1500 23 Grade II Kam Hung 18 Kam Hung 28 1280 19 Grade II Kam Hung 38 1280 19 Grade II 23 Grade II Kam Hung 88 1500 Kong Luen Tug 2540 2777 2548 8126 H.K. United 20 2×850 20 Grade II

Berthing Guidelines

Item 4 Pending

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
Taikoo	5000	74.5	Grade I
Tai O	5000	71.8	Grade I
Tap Mun	3200	45.5	Grade I
Ting Kau	4000	54	Grade I
Yuen Kok	4000	54	Grade I
Whampoa	5000	68.6	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 Shan	6000	75	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			
Chung Hing No.1 (忠興壹)		18	Grade II
Wallex 2 (華力二)	2×624	18	Grade II
Kam Hung No.38 Tug 2619 6		10	Card T
Dong Tai Kam Hung 18	1280	19	Grade II
Kam Hung 18 Kam Hung 28	1500	23	Grade II
Kam Hung 28	1280	19	Grade II
Kam Hung 38 Kam Hung 88	1280 1500	19 23	Grade II Grade II
Kong Luen Tug 2540 2777	2548 8126		
H.K. United 20	2×850	20	Grade II

PAC endorsed on 12 April 2011

bRCTH Ipart(m) LOA(m) Direction Length Telephone No. CCEMENT 14.0 240 112/292 270 2440 511 2440 523 CFT 7.0 153 078/258 270 2438 206 CLPTSK 16.8 280 134/314 543 2404 8402 CMKEN-S 7.0 120 070250 170 2816 8398 9123 3298 CRC-A 14.0 250 086/266 129 2431 3090 CRC-C 6.5 90 086/266 129 2431 3090 CRC-C 6.5 120 124304 510 2431 3090 CRC-X 13.2 180 055215 80 2431 3428 CRX-A 7.3 110 055235 50 2431 3428 CTX-A 3.2 100 05235 50 2431 3428 CTX-A 3.2 100 2022 2436 8233 9603 9692 EURO 1 50 070 2386 6279	Chapter: 8	BERTI	H/WHARF	/TERMINA	L INFOR	MATION
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 398 9125 3298 CRC-A 14.0 250 086/266 129 2431 3090 CRC-C CRC-B 7.5 120 124/304 >150 2431 3090 CRC-C CRC-STY 7.5 120 124/304 >150 2431 3090 C CTX-4 12.6 235 162/342 90 2431 2428 C CTX-6A 7.3 110 057/255 50 2431 2428 C CTX-6A 7.3 100 058/278 250 2902 8273 E EURO 1 9.0 165 020/200 240 2436 822 9603 9692 EURO 1 9.0 165 020/200	BERTH	Draft(m)	LOA(m)	Direction	Length	Telephone No.
CLPTSK 16.8 280 134/314 5-45 2404 8402 CMKEN-N 9.5 156 070/250 170 2816 8398 9125 3298 CRC-A 14.0 250 086/266 280 2431 3090 CRC-B 7.5 120 086/266 115 2431 3090 CRC-C 6.5 90 086/266 115 2431 3090 CRC-C 6.5 120 124/304 >150 2431 3090 CRC-C 3.2 80 035/215 80 2431 2428 CTX-5 3.2 80 035/215 80 2431 2428 CTX-40 6.5 114 072/252 95 2431 2428 CTX-41PG 6.5 114 072/252 95 2431 2428 ESSO-EL 5.5 107 098/278 30 2002 8273 EURO 1 9.0 165 020/200 240	CCEMENT	14.0	240	112/292	270	2440 5111 2440 5233
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 0866/266 129 2431 3090 CRC-B 7.5 120 086/266 115 2431 3090 CRC-CW 5.0 6.5 100 086/266 131 2431 3090 CRC-CW 5.0 6.5 102 124/304 >150 2431 3428 CTX-S 3.2 80 035/215 80 2431 2428 CTX-6A 7.3 110 055/235 50 2431 2428 ESSO 14.63 274 098/278 230 2902 8273 EURO 1 9.0 165 020/200 240 2436 822 9603 9692 EURO 1 9.0 165 020/200 240 2436 823 9603 9692 EURO 1 9.0 165 020/200	CFT	7.0	153	078/258	270	2738 2906
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 0866/266 129 2431 3090 CRC-B 7.5 120 086/266 115 2431 3090 CRC-CW 5.0 6.5 100 086/266 131 2431 3090 CRC-CW 5.0 6.5 102 124/304 >150 2431 3428 CTX-S 3.2 80 035/215 80 2431 2428 CTX-6A 7.3 110 055/235 50 2431 2428 ESSO 14.63 274 098/278 230 2902 8273 EURO 1 9.0 165 020/200 240 2436 822 9603 9692 EURO 1 9.0 165 020/200 240 2436 823 9603 9692 EURO 1 9.0 165 020/200						
CRC-A 14.0 250 086/266 280 2431 3090 CRC-B 7.5 120 086/266 129 2431 3090 CRC-CW 5.0 65 90 086/266 115 2431 3090 CRC-TW 7.5 120 124/344 >150 2431 2428 CRCS-TY 7.5 120 124/344 >160 2431 2428 CTX-5 3.2 80 035/215 80 2431 2428 CTX-6A 7.3 110 05/235 50 2431 2428 CTX-6A 7.3 107 098/278 25 2902 8273 EURO 1 9.0 165 02/020 240 2436 8233 9603 9692 EURO 1 9.0 165 02/020 240 2436 8232 9603 9692 EURO 1 9.0 165 02/020 240 2436 8233 9603 9692 EURO 1 9.0 165 02/020 240 2436 8233 9603 9692 EURO 1 </td <td></td> <td></td> <td></td> <td></td> <td>170</td> <td>2816 8398 9125 3298</td>					170	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-TV 5.0 65 172/352 70 2558 8341 CRC3-TY 7.5 120 124/304 >150 2431 2428 CTX-S 3.2 80 035/215 80 2431 2428 CTX-6A 7.3 110 055/235 50 2431 2428 CTX-6A 7.3 107 098/278 255 2902 8273 EURO 1 9.0 165 020/200 240 2436 8233 9603 9692 EURO 1 9.0 165 020/200 240 2436 8232 9603 9692 EURO 1 9.0 165 020/200 240 2436 8233 9603 9692 EURO 1 9.0 165 020/200 240 2436 823 9603 9692 EURO 1 9.0			120		140	2816 8398 9125 3298
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 CRC-STY 7.5 120 124/304 >150 2431 3090 CTX- 12.6 235 162/242 90 2431 2428 CTX-5 3.2 80 035/215 80 2431 2428 CTX-LPG 6.5 114 072/252 95 2431 2428 CTX-LPG 6.5 114 072/252 95 2431 2428 ESSO-EL 5.5 107 098/278 30 2902 2873 9603 9692 EURO 1 9.0 165 020/200 240 2436 8223 9603 9692 HKELECT (N) 14.6 262 170/350 290 2982 6270 2982 6274 9423 6670 HUDSW dist.from I/d 80m as per HUD 08/188 250 2431 2645 245 245						
CRC-C 6.5 90 086/266 115 2431 3090 CRC-W 5.0 65 172/52 70 2588 8341 CRC3-TY 7.5 120 124/304 >150 2431 2428 CTX 3.2 80 035/215 80 2431 2428 CTX-6A 7.3 110 055/235 50 2431 2428 ESSO 14.63 274 098/278 30 2902 8273 EURO 1 9.0 165 020/200 240 2436 8232 9603 9692 EURO 1 9.0 165 020/200 280 2436 8232 9603 9692 EURO 1 9.0 165 020/200 280 2436 8232 9603 9692 HKELECT (N) 14.6 262 170/350 290 2982 6270 2982 6274 9423 6670 HUDSW dist, from f/d 80 ms per HUD 008/18 250 2431 2645 423 5674 KC 4 14.2 350 163/343 305 2619 7792	CRC-B		120	086/266	129	2431 3090
$\begin{array}{c c c c c c c c c c c c c c c c c c c $	CRC-C	6.5	90	086/266	115	2431 3090
CTX 12.6 235 162/342 90 2431 2428 CTX.5 3.2 80 035/215 80 2431 2428 CTX.4CA 7.3 110 055/235 50 2431 2428 CTX.LPG 6.5 114 072/252 95 2431 2428 CTX.LPG 6.5 114 072/252 95 2431 2428 ESSO 14.63 274 098/278 30 2902 8273 EURO 1 9.0 165 020/200 240 2436 822 9603 9692 HKELECT (N) 14.6 262 170/350 290 2982 6270 2982 6674 9423 6670 HUDSW dist. from f/d 80m as per HUD 008/188 250 2431 2645 KC 3 14.0 350 163/343 305 2189 3745 KC 4 14.2 350 073/253 564 2619 7792 KC 4 14.2 350 073/253 338 2916 19792	CRC-CW	5.0	65	172/352	70	2558 8341
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 30 2902 8273 EURO 1 9.0 165 020/200 240 2436 8232 9603 9692 HKELECT (N) 14.6 262 170/350 290 2982 6270 982 6274 9423 6670 HUDSW dist, from f/d 80m as per HUD 008/188 250 2431 2645 55 163/343 305 2115 3552 KC 3 14.0 350 163/343 305 2489 4745 55 KC 4 14.2 350 073/253 564 2619 7792 55 KC 7 15.0 350 163/343 360 2619 7792 56 KC 8 15.0 350 163/343 360 2619 7792 56 KC 7 15.0 350<	CRC3-TY	7.5	120	124/304	>150	2431 3090
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 30 2902 8273 ESSO-EL 5.5 107 098/278 30 2902 8273 EURO 1 9.0 165 020/200 240 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 2451 245 KC 3 14.0 350 163/343 305 2115 3552 KC 6 14.2 350 163/343 305 2489 4745 KC 4 14.2 350 073/253 564 2619 7792 KC 6 14.0 350 163/343 350 2619 7792 KC 7 15.0 350 163/343 450 2619 7792 KC 10 15.0	CTX	12.6	235	162/342	90	2431 2428
CTX-LPG 6.5 114 072/252 95 2431 2428 ESSO 14.63 274 098/278 255 2002 8273 ESSO-EL 5.5 107 098/278 30 2902 8273 EURO 1 9.0 165 020/200 240 2436 8233 9603 9692 EURO 2 9.5 200 020/200 280 2436 8232 9603 9692 HKELECT (N) 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 8274 9423 6670 KC 4 14.2 350 163/343 305 2493 7445 552 KC 5 14.0 350 073/253 564 2619 7792 552 KC 6 14.2 350 073/253 564 2619 7792 552 KC 7 15.0 350 163/343 380 2619 7792 552 520 5215 520 5215	CTX-5	3.2	80	035/215	80	2431 2428
ESSO 14.63 274 098/278 255 2002 8273 ESSO-EL 5.5 107 098/278 30 2202 8273 EURO 1 9.0 165 020/200 240 2436 8232 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 HUDSW dist. from f/d 80m as per HUD 008/188 250 2431 2645 KC 4 14.0 350 163/343 305 2115 3552 KC 3 14.0 350 163/343 305 2619 7792 KC 6 14.2 350 073/253 564 2619 7792 KC 6 14.2 350 073/253 364 2619 7792 KC 7 15.0 350 163/343 380 2619 7792 KC 8 15.0 350 163/343 380 2619 7792 KC 11 15.0 367 073/253 338	CTX-6A	7.3	110	055/235	50	2431 2428
ESSO-EL 5.5 107 098/278 30 2902 8273 EURO 1 9.0 165 020/200 240 2436 8233 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 2431 2645 KC 14 14.2 350 163/343 305 2619 7792 2 KC 5 14.0 350 073/253 564 2619 7792 2 KC 7 15.0 350 163/343 380 2619 7792 2 KC 10 15.0 367 073/253 338 2918 8022 2 KC 13 15.0 350 073/253 338 2918 8022 2 163/34	CTX-LPG	6.5	114	072/252	95	2431 2428
EURO 1 9.0 165 020/200 240 2436 8222 9603 9692 EURO 2 9.5 200 020/200 280 2436 8223 9603 9692 HKELECT (N) 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 2436 823 9603 9692 KC 1-2 14.0 350 163/343 305 2489 4745 5 KC 3 14.0 350 163/343 305 2489 4745 5 KC 6 14.2 350 073/253 564 2619 7792 5 KC 6 14.2 350 073/253 564 2619 7792 5 KC 8 15.0 350 163/343 450 2619 7792 5 KC 10 15.0 367 073/253 388 2991 8022 5 KC 11 15.0 350 073/253 388 2991 8022 5 K	ESSO	14.63	274	098/278	255	2902 8273
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 I/d 80m as per HUD 008/188 250 2431 2645 KC 1-2 14.0 350 163/343 305 2619 7792 KC 3 14.0 350 073/253 564 2619 7792 KC 6 14.2 350 163/343 305 2619 7792 KC 7 15.0 350 163/343 450 2619 7792 KC 10 15.0 367 073/253 338 2991 8022 KC 11 15.0 367 073/253 338 2919 8022 KC 12 15.0 350 073/253 338 2276 8138	ESSO-EL	5.5	107	098/278	30	2902 8273
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 2413 2645 KC 3 14.0 350 163/343 305 2619 7792 KC 4 14.2 350 073/253 564 2619 7792 KC 6 14.2 350 073/253 564 2619 7792 KC 7 15.0 350 163/343 380 2619 7792 KC 10 15.0 367 073/253 338 2991 8022 KC 11 15.0 367 073/253 338 2991 8022 KC 12 15.0 350 073/253 338 2276 8138	EURO 1	9.0	165	020/200	240	2436 8222 9603 9692
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 2431 2645 KC 1-2 14.0 350 163/343 305 2489 4745 KC 4 14.2 350 163/343 305 2489 4745 KC 4 14.2 350 073/253 457 2115 3552 KC 6 14.2 350 073/253 564 2619 7792 KC 7 15.0 350 073/253 380 2619 7792 KC 8 15.0 367 073/253 338 2919 8022 KC 10 15.0 367 073/253 338 2991 8022 KC 13 15.0 350 073/253 338 2991 8022 KC 14 15.0 350 073/253 338 2276 8138 KC 14 15.0 352 163/343 350 3153 3021 KC 14 15.0 352	EURO 2	9.5	200	020/200	280	2436 8233 9603 9692
HUDSW dist. from f/d 80m as per HUD 008/188 250 2431 2645 KC 1-2 14.0 350 163/343 305 2439 4745 KC 3 14.0 350 163/343 305 2489 4745 KC 4 14.2 350 163/343 305 2489 4745 KC 4 14.2 350 073/253 564 2619 7792 KC 5 14.0 350 073/253 564 2619 7792 KC 7 15.0 350 163/343 480 2619 7792 KC 8 15.0 350 163/343 480 2619 7792 KC 10 15.0 367 073/253 700 2619 7792 KC 11 15.0 367 073/253 338 2991 8022 KC 13 15.0 350 073/253 338 2991 8022 KC 14 15.0 350 073/253 338 2918 8022 KC 14 15.0 352 163/343 350 3153 3021	HKELECT (N)	14.6	262	170/350	290	2982 6270 2982 6274 9423 6670
KC 1-2 14.0 350 163/343 305 2115 3552 KC 3 14.0 350 163/343 305 2489 4745 KC 4 14.2 350 073/253 457 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 8 15.0 350 163/343 450 2619 7792 KC 10 15.0 367 073/253 338 2991 8022 KC 11 15.0 367 073/253 338 2991 8022 KC 13 15.0 350 073/253 338 2276 8137 2276 8138 KC 14 15.0 352 163/343 350 3153 3021 KC 16 KC 15 15.0 352 163/343 350 2920 2616 2920 2645 KC 16 15.0 352	HKELECT (S)	14.6	262	170/350	290	2982 6270 2982 6274 9423 6670
KC 3 14.0 350 163/343 305 2489 4745 KC 4 14.2 350 163/343 305 2619 7792 KC 5 14.0 350 073/253 564 2619 7792 KC 6 14.2 350 073/253 564 2619 7792 KC 7 15.0 350 163/343 380 2619 7792 KC 8 15.0 350 163/343 450 2619 7792 KC 10 15.0 367 073/253 338 2991 8022 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 2918 8022 KC 14 15.0 350 073/253 338 2276 8137 2276 8138 KC 14 15.0 352 163/343 350 3153 3021 KC 16 15.0 352 163/343 <						
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 15.0 367 073/253 338 2918 022 KC 10 15.0 367 073/253 338 2991 8022 KC 12 15.0 367 073/253 338 2276 8138 KC 14 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 163/343 KC 16 15.0 352 163/343 200 2920 2616 2920 2645 KC 20 15.0<						
KC 5 14.0 350 073/253 457 2115 3552 KC 6 14.2 350 073/253 564 2619 7792 KC 7 15.0 350 163/343 380 2619 7792 KC 8 15.0 350 163/343 450 2619 7792 KC 9 15.0 367 073/253 700 2619 7792 KC 10 15.0 367 073/253 338 2991 8022 KC 11 15.0 367 073/253 338 2991 8022 KC 13 15.0 350 073/253 338 2991 8022 KC 14 15.0 350 073/253 338 2276 8138 KC 14 15.0 352 163/343 350 3153 3021 KC 16 15.0 352 163/343 350 3153 3021 KC 19 15.0 352 163/343 200 2920 2616 2920 2645 KC 19 15.0 310 042/222 340 2920 2616						
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 15.0 367 073/253 338 2991 8022 KC 12 15.0 367 073/253 338 2991 8022 KC 13 15.0 350 073/253 338 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 2920 2616 2920 2645 KC 19 15.0 352 163/343 200 2920 2616 2920 2645 LOP 8.0 122 089/269 125 2618 0192 9369 2741 MFT 5.0 120						
KC 7 15.0 350 073/253 564 2619 7792 KC 8 15.0 350 163/343 380 2619 7792 KC 9 15.0 367 073/253 700 2619 7792 KC 10 15.0 367 073/253 338 2991 8022 KC 11 15.0 367 073/253 338 2991 8022 KC 12 15.0 350 073/253 338 2276 8137 2276 8138 KC 14 15.0 350 073/253 338 2276 8137 2276 8138 KC 14 15.0 352 163/343 350 3153 3021 KC 16 15.0 352 163/343 350 2920 2616 2920 2645 KC 19 15.0 352 163/343 350 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 <						
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 15.0 352 163/343 350 3153 3021 KC 16 KC 15 15.0 352 163/343 350 2920 2616 2920 2645 KC 19 15.0 352 163/343 200 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 OTN<						
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 16 15.0 352 163/343 350 3153 3021 KC 16 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						
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 14 15.0 352 163/343 350 3153 3021 KC 16 15.0 352 163/343 350 2920 2616 2920 2645 KC 19 15.0 352 163/343 200 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 OTN 8.5 270 078/258 381 2118 8951 OTS <td< td=""><td></td><td></td><td></td><td></td><td></td><td></td></td<>						
KC 1115.0367073/2533382991 8022KC 1215.0367073/2533382991 8022KC 1315.0350073/2533382276 81372276 8138KC 1415.0350073/2533382276 81372276 8138KC 1515.0352163/3433503153 3021KC 1615.0352163/3433502920 26162920 2645KC 1915.0352163/3432002920 26162920 2645KC 2015.0310042/2223402900 26162920 2645LOP8.0122089/2691252618 01929369 2741MFT5.0120104/2842202547 4039MOBIL14.6250089/2692672902 8133MOBIL-E7.5107089/269412902 8133OTN8.5270078/2583812118 8951OTS10.67290078/2583812118 8951OTS10.67290078/2583812118 8951PAFF15280135/3155052212 57202212RTT-18.5175116/2962002122 71559728 6230RTT-28.5150026/2062502122 71559728 6230SHELL -1E6.5100008/188802432 8704SHELL -1E6.5100008/188752432 8704SHELL						
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 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 41 2902 8133 OTN 8.5 270 078/258 340 2118 8951 PAFF 15 280 135/315 505 2212 5720 2212 5721 </td <td></td> <td></td> <td></td> <td></td> <td></td> <td></td>						
KC 1315.0350073/2533382276 81372276 8138KC 1415.0350073/2533382276 81372276 8138KC 1515.0352163/3433503153 3021KC 1615.0352163/3433502920 26162920 2645KC 1915.0352163/3432002920 26162920 2645KC 2015.0310042/2223402920 26162920 2645LOP8.0122089/2691252618 01929369 2741MFT5.0120104/2842202547 4039MOBIL14.6250089/2692672902 8133OTN8.5270078/2583402118 8951OTS10.67290078/2583812118 8951PAFF15280135/3155052212 57202212 5721RTT-18.5175116/2962002122 71559728 6230RTT-28.5150026/2062502122 71559728 6230SHACHAU7.5120163/3431522613 91272988 6161SHELL - 1E6.5100008/188802432 8704SHELL-1PG8.0135150/3301182432 8704SWSTL11.5200125/3052152618 8761TPGAS11.0228120/3003002666 21069092 1684SWSTL11.5200125/305 <td< td=""><td></td><td></td><td></td><td></td><td></td><td></td></td<>						
KC 1415.0350073/2533382276 81372276 8138KC 1515.0352163/34335031533021KC 1615.0352163/34335031533021KC 17-1815.0352163/3433502920261629202645KC 1915.0352163/3432002920261629202645KC 2015.0310042/2223402920261629202645LOP8.0122089/2691252618019293692741MFT5.0120104/28422025474039MOBIL14.6250089/26926729028133OTN8.5270078/25834021188951OTS10.67290078/25838121188951PAFF15280135/315505221257218721RTT-18.5175116/2962002122715597286230RTT-28.5150026/206250212271597286230SHACHAU7.5120163/3431522613912729886161SHELL14.5245150/33022624328704SHELL-1E6.5100008/1887524328704SHELL-1PG8.0135150/33011824328704<						
KC 1515.0352163/3433503153 3021KC 1615.0352163/3433503153 3021KC 17-1815.0352163/3433502920 26162920 2645KC 1915.0352163/3432002920 26162920 2645KC 2015.0310042/2223402920 26162920 2645LOP8.0122089/2691252618 01929369 2741MFT5.0120104/2842202547 4039MOBIL14.6250089/2692672902 8133OTN8.5270078/2583812118 8951OTS10.67290078/2583812118 8951PAFF15280135/3155052212 57202212 5721RTT-18.5175116/2962002122 71559728 6230RTT-28.5150026/2062502122 71559728 6230SHACHAU7.5120163/3431522613 91272988 6161SHELL14.5245150/3302262432 8704SHELL-1E6.5100008/188802432 8704SHELL-1PG8.0135150/3301182432 8704SWSTL11.5200125/3052152618 8761TPGAS11.0228120/3003002666 21069092 1684TSK-MHB8.0120038/2181402404 8402 </td <td></td> <td></td> <td></td> <td></td> <td></td> <td></td>						
KC 1615.0352163/3433503153 3021KC 17-1815.0352163/3433502920 26162920 2645KC 1915.0352163/3432002920 26162920 2645KC 2015.0310042/2223402920 26162920 2645LOP8.0122089/2691252618 01929369 2741MFT5.0120104/2842202547 4039MOBIL14.6250089/2692672902 8133MOBIL-E7.5107089/269412902 8133OTN8.5270078/2583812118 8951OTS10.67290078/2583812118 8951PAFF15280135/3155052212 57202212RTT-18.5175116/2962002122 71559728 6230RTT-28.5150026/2062502122 71559728 6230SHACHAU7.5120163/3431522613 91272988 6161SHELL14.5245150/3302262432 8704SHELL-1E6.5100008/188752432 8704SHELL-1PG8.0135150/3301182432 8704SWSTL11.5200125/3052152618 8761TPGAS11.0228120/3003002666 21069092 1684TSK-MHB8.0120038/2181402404 8402 <td></td> <td></td> <td></td> <td></td> <td></td> <td></td>						
KC 17-1815.0352163/3433502920 26162920 2645KC 1915.0352163/3432002920 26162920 2645LOP8.0122089/2691252618 01929369 2741MFT5.0120104/2842202547 4039MOBIL14.6250089/2692672902 8133MOBIL-E7.5107089/269412902 8133OTN8.5270078/2583402118 8951OTS10.67290078/2583812118 8951PAFF15280135/3155052212 57202212RTT-18.5175116/2962002122 71559728 6230RTT-28.5150026/2062502122 71559728 6230SHACHAU7.5120163/3431522613 91272988 6161SHELL - 1E6.5100008/188802432 8704SHELL-1PG8.0135150/3301182432 8704SWSTL11.5200125/3052152618 8761TPGAS11.0228120/300300266 26109092 1684TSK-MHB8.0120038/2181402404 8402						
KC 1915.0352163/3432002920 26162920 2645KC 2015.0310042/2223402920 26162920 2645LOP8.0122089/2691252618 01929369 2741MFT5.0120104/2842202547 4039MOBIL14.6250089/2692672902 8133MOBIL-E7.5107089/269412902 8133OTN8.5270078/2583402118 8951PAFF15280135/3155052212 57202212PAFF15280135/3155052212 57202212RTT-18.5175116/2962002122 71559728 6230RTT-28.5150026/2062502122 71559728 6230SHACHAU7.5120163/3431522613 91272988 6161SHELL14.5245150/3302262432 8704SHELL-1E6.5100008/188752432 8704SHELL-1PG8.0135150/3301182432 8704SWSTL11.5200125/3052152618 8761TPGAS11.0228120/3003002666 21069092 1684TSK-MHB8.0120038/2181402404 8402						
KC 2015.0310042/2223402920 26162920 2645LOP8.0122089/2691252618 01929369 2741MFT5.0120104/2842202547 4039MOBIL14.6250089/2692672902 8133MOBIL-E7.5107089/269412902 8133OTN8.5270078/2583402118 8951OTS10.67290078/2583812118 8951PAFF15280135/3155052212 57202212 5721RTT-18.5175116/2962002122 71559728 6230RTT-28.5150026/2062502122 71559728 6230SHACHAU7.5120163/3431522613 91272988 6161SHELL14.5245150/3302262432 8704SHELL-1E6.5100008/188802432 8704SHELL-2E5.590008/188752432 8704SWSTL11.5200125/3052152618 8761TPGAS11.0228120/3003002666 21069092 1684TSK-MHB8.0120038/2181402404 8402						
LOP8.0122089/2691252618 01929369 2741MFT5.0120104/2842202547 4039MOBIL14.6250089/2692672902 8133MOBIL-E7.5107089/269412902 8133OTN8.5270078/2583402118 8951OTS10.67290078/2583812118 8951PAFF15280135/3155052212 5720RTT-18.5175116/2962002122 7155SHACHAU7.5120163/3431522613 9127SHELL14.5245150/3302262432 8704SHELL - 1E6.5100008/188802432 8704SHELL-2E5.590008/188752432 8704SWSTL11.5200125/3052152618 8761TPGAS11.0228120/3003002666 21069092 1684TSK-MHB8.0120038/2181402404 8402						
MFT5.0120104/2842202547 4039MOBIL14.6250089/2692672902 8133MOBIL-E7.5107089/269412902 8133OTN8.5270078/2583402118 8951OTS10.67290078/2583812118 8951PAFF15280135/3155052212 57202212RTT-18.5175116/2962002122 71559728 6230RTT-28.5150026/2062502122 71559728 6230SHACHAU7.5120163/3431522613 91272988 6161SHELL14.5245150/3302262432 8704SHELL-1E6.5100008/188802432 8704SHELL-2E5.590008/188752432 8704SWSTL11.5200125/3052152618 8761TPGAS11.0228120/3003002666 21069092 1684TSK-MHB8.0120038/2181402404 8402						
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 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 SWSTL 11.5 200 125/305 215 2618 8761 TPGAS 11.0 228 120/300 300 2666 2106 9092 1684 SWSTL<						
MOBIL-E 7.5 107 089/269 41 2902 8133 OTN 8.5 270 078/258 340 2118 8951 OTS 10.67 290 078/258 340 2118 8951 PAFF 15 280 135/315 505 2212 5720 2212 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 SWSTL 11.5 200 125/305 215 2618 8761 TPGAS 11.0 228 120/300 300 2666 2106 9092 1684						
OTN8.5270078/2583402118 8951OTS10.67290078/2583812118 8951PAFF15280135/3155052212 57202212 5721RTT-18.5175116/2962002122 71559728 6230RTT-28.5150026/2062502122 71559728 6230SHACHAU7.5120163/3431522613 91272988 6161SHELL14.5245150/3302262432 8704SHELL - 1E6.5100008/188802432 8704SHELL-2E5.590008/188752432 8704SHELL-LPG8.0135150/3301182432 8704SWSTL11.5200125/3052152618 8761TPGAS11.0228120/3003002666 21069092 1684TSK-MHB8.0120038/2181402404 8402						
OTS10.67290078/2583812118 8951PAFF15280135/3155052212 57202212 5721RTT-18.5175116/2962002122 71559728 6230RTT-28.5150026/2062502122 71559728 6230SHACHAU7.5120163/3431522613 91272988 6161SHELL14.5245150/3302262432 8704SHELL - 1E6.5100008/188802432 8704SHELL-2E5.590008/188752432 8704SHELL-LPG8.0135150/3301182432 8704SWSTL11.5200125/3052152618 8761TPGAS11.0228120/3003002666 21069092 1684TSK-MHB8.0120038/2181402404 8402						
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 SWSTL 11.5 200 125/305 215 2618 8761 TPGAS 11.0 228 120/300 300 2666 2106 9092 1684 TSK-MHB 8.0 120 038/218 140 2404 8402						
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-1PG 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 TSK-MHB 8.0 120 038/218 140 2404 8402						
RTT-28.5150026/2062502122 71559728 6230SHACHAU7.5120163/3431522613 91272988 6161SHELL14.5245150/3302262432 8704SHELL - 1E6.5100008/188802432 8704SHELL - 2E5.590008/188752432 8704SHELL-LPG8.0135150/3301182432 8704SWSTL11.5200125/3052152618 8761TPGAS11.0228120/3003002666 21069092 1684TSK-MHB8.0120038/2181402404 8402						
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-2E 5.5 90 008/188 75 2432 8704 SHELL-1PG 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 TSK-MHB 8.0 120 038/218 140 2404 8402						
SHELL - 1E 6.5 100 008/188 80 2432 8704 SHELL - 2E 5.5 90 008/188 75 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 TSK-MHB 8.0 120 038/218 140 2404 8402	SHACHAU		120		152	2613 9127 2988 6161
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 TSK-MHB 8.0 120 038/218 140 2404 8402	SHELL	14.5	245	150/330	226	2432 8704
SHELL-LPG8.0135150/3301182432 8704SWSTL11.5200125/3052152618 8761TPGAS11.0228120/3003002666 21069092 1684TSK-MHB8.0120038/2181402404 8402	SHELL - 1E	6.5	100	008/188	80	2432 8704
SWSTL 11.5 200 125/305 215 2618 8761 TPGAS 11.0 228 120/300 300 2666 2106 9092 1684 TSK-MHB 8.0 120 038/218 140 2404 8402	SHELL - 2E	5.5	90	008/188	75	2432 8704
TPGAS 11.0 228 120/300 300 2666 2106 9092 1684 TSK-MHB 8.0 120 038/218 140 2404 8402						
TSK-MHB 8.0 120 038/218 140 2404 8402						
YUENFAT 6.7 153 040/220 171						2404 8402
	IUENFAI	0./	155	040/220	1/1	

Berthing Guidelines

Item 5
Pending

Chapter: 8	BERTI	H /WHARF	/TERMINA	L INFOR	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
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
EURO 3P	8.6	165	148/328	215	2436 8233 9603 9692
HKELECT (N)	14.6	262	170/350	290	2982 6270 2982 6274 9423 6670
HKELECT (N)	14.6	262	170/350	290	2982 6270 2982 6274 9423 6670
HUDSW dist. fror			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	14.0	350	163/343	305	2619 7792
KC 5	14.0	350	073/253	457	2115 3552
KC 6	14.0	350	073/253	564	2619 7792
KC 0 KC 7	14.2	350	073/253	564	2619 7792
KC 8	15.0	350	163/343	380	2619 7792
KC 9		350	163/343	450	2619 7792
KC 9 KC 10	15.0 15.0	367	073/253	700	2619 7792
KC 10 KC 11				338	2991 8022
KC 11 KC 12	15.0 15.0	367 367	073/253		2991 8022 2991 8022
KC 12 KC 13	15.0		073/253	338 338	
KC 13 KC 14		350	073/253	338	2276 8137 2276 8138 2276 8137 2276 8138
	15.0	350	073/253		
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	352 352	163/343	350	2920 2616 2920 2645 2920 2616 2920 2645
KC 19 KC 20	15.0		163/343	200 340	
	15.0	310 122	042/222 089/269		2920 2616 2920 2645 2618 0192 9369 2741
LOP MFT	8.0			125 220	2618 0192 9369 2741 2547 4039
	5.0	120	104/284		2902 8133
MOBIL MOBIL-E	14.6 7.5	250 107	089/269 089/269	267 41	2902 8133
OTN	8.5	270	078/258	340	2118 8951
OTS	10.67	290	078/258	340	2118 8951
PAFF	15	290	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
SINOPEC-A	14.0	250	086/266	280	2431 3090
SINOPEC-B	7.5	120	086/266	129	2431 3090
SINOPEC-C	6.5	90	086/266	115	2431 3090
SINOPEC-CW	5.0	65	172/352	70	2558 8341
SINOPEC3-TY	7.5	120	124/304	>150	2431 3090
SWSTL	11.5	200	125/305	215	2618 8761
TPGAS	11.0	228	120/300	300	2666 2106 9092 1684
TSK-MHB	8.0	120	038/218	140	2404 8402
YUENFAT	6.7	153	040/220	171	

Chapter: 12 **BERTHING GUIDELINES**

** INDEX **

Code	Locations
BUOY	Government mooring buoy
CCEMENT	China Cement Company
	(TSK)
CFT	China ferry terminal
CHT	Cruise Ship Transiting
СНІ	
	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
CRC-D	berth (B)
CRC-C	
CKC-C	China Resources T/Y east
an a ann	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
E330-EL	
EUDO1.2	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
P=	
	outer-foul
KC7/O-F	outer-foul Kwai Chung berth 7
KC7/O-F	outer-foul Kwai Chung berth 7 outer-foul
KC7/O-F KC8, 9	outer-foul Kwai Chung berth 7 outer-foul Kwai Chung berth 8& 9
KC7/O-F KC8, 9 KC10-12	outer-foul Kwai Chung berth 7 outer-foul Kwai Chung berth 8& 9 Kwai Chung berth 10-12
KC7/O-F KC8, 9 KC10-12 KC13-14	outer-foul Kwai Chung berth 7 outer-foul Kwai Chung berth 8& 9 Kwai Chung berth 10-12 Kwai Chung berth 13-14
KC7/O-F KC8, 9 KC10-12 KC13-14 KC15	outer-foul Kwai Chung berth 7 outer-foul Kwai Chung berth 8& 9 Kwai Chung berth 10-12 Kwai Chung berth 13-14 Kwai Chung berth 15
KC7/O-F KC8, 9 KC10-12 KC13-14 KC15 KC16-19	outer-foul Kwai Chung berth 7 outer-foul Kwai Chung berth 8& 9 Kwai Chung berth 10-12 Kwai Chung berth 13-14
KC7/O-F KC8, 9 KC10-12 KC13-14	outer-foul Kwai Chung berth 7 outer-foul Kwai Chung berth 8& 9 Kwai Chung berth 10-12 Kwai Chung berth 13-14 Kwai Chung berth 15
KC7/O-F KC8, 9 KC10-12 KC13-14 KC15 KC16-19 KC20	outer-foul Kwai Chung berth 7 outer-foul Kwai Chung berth 8& 9 Kwai Chung berth 10-12 Kwai Chung berth 13-14 Kwai Chung berth 15 Kwai Chung berth 16-19 Kwai Chung berth 20
KC7/O-F KC8, 9 KC10-12 KC13-14 KC15 KC16-19 KC20 KEL-1	outer-foul Kwai Chung berth 7 outer-foul Kwai Chung berth 8& 9 Kwai Chung berth 10-12 Kwai Chung berth 13-14 Kwai Chung berth 15 Kwai Chung berth 16-19 Kwai Chung berth 20 Kellett Anchorage No. 1
KC7/O-F KC8, 9 KC10-12 KC13-14 KC15 KC16-19 KC20 KEL-1 KEL-2	outer-foul Kwai Chung berth 7 outer-foul Kwai Chung berth 8& 9 Kwai Chung berth 10-12 Kwai Chung berth 13-14 Kwai Chung berth 15 Kwai Chung berth 16-19 Kwai Chung berth 20 Kellett Anchorage No. 1 Kellett Anchorage No. 2
KC7/O-F KC8, 9 KC10-12 KC13-14 KC15 KC16-19 KC20 KEL-1 KEL-2 KEL-2 KEL-3	outer-foul Kwai Chung berth 7 outer-foul Kwai Chung berth 8& 9 Kwai Chung berth 10-12 Kwai Chung berth 13-14 Kwai Chung berth 15 Kwai Chung berth 16-19 Kwai Chung berth 20 Kellett Anchorage No. 1 Kellett Anchorage No. 2 Kellett Anchorage No. 3
KC7/O-F KC8, 9 KC10-12 KC13-14 KC15 KC16-19 KC20 KEL-1 KEL-2 KEL-2 KEL-3 KYCA	outer-foul Kwai Chung berth 7 outer-foul Kwai Chung berth 8& 9 Kwai Chung berth 10-12 Kwai Chung berth 13-14 Kwai Chung berth 15 Kwai Chung berth 16-19 Kwai Chung berth 20 Kellett Anchorage No. 1 Kellett Anchorage No. 3 Kau Yi Chau DG anchorage
KC7/O-F KC8, 9 KC10-12 KC13-14 KC15 KC16-19 KC20 KEL-1 KEL-2 KEL-2 KEL-3	outer-foul Kwai Chung berth 7 outer-foul Kwai Chung berth 8& 9 Kwai Chung berth 10-12 Kwai Chung berth 13-14 Kwai Chung berth 15 Kwai Chung berth 16-19 Kwai Chung berth 20 Kellett Anchorage No. 1 Kellett Anchorage No. 2 Kellett Anchorage No. 3

	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
	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 wes
RDGA	Reserved dangerous goods
	anchorage
RTT-1	River Trade Terminal No.1
NI I-I	berth
RTT-2	Berth River Trade Terminal No.2
KI I-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	Anchorages South of Lamma
	Island
SSK-1	Sham Shui Kok Anchorage
5.51X-1	NO I
	No. 1 Sham Shui Kok Anchorage
SSK-2	Sham Shui Kok Anchorage
SSK-2	Sham Shui Kok Anchorage No. 2
SSK-2 SWSTL	Sham Shui Kok Anchorage No. 2 Shiu Wing steel wharf (TSK)
SSK-2 SWSTL THA	Sham Shui Kok Anchorage No. 2 Shiu Wing steel wharf (TSK) Tolo harbour anchorage
SSK-2 SWSTL THA TOW	Sham Shui Kok Anchorage No. 2 Shiu Wing steel wharf (TSK) Tolo harbour anchorage Ship under tow
SSK-2 SWSTL THA TOW TOW-BERTH	Sham Shui Kok Anchorage No. 2 Shiu Wing steel wharf (TSK) Tolo harbour anchorage Ship under tow Ship under tow to/from berth
SSK-2 SWSTL THA TOW TOW-BERTH TPGAS	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
SSK-2 SWSTL THA TOW TOW-BERTH	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 Tap Shek Kok Material
SSK-2 SWSTL THA TOW TOW-BERTH TPGAS TSK-MHB	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 Tap Shek Kok Material Handling Berth
SSK-2 SWSTL THA TOW TOW-BERTH TPGAS	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 Tap Shek Kok Material Handling Berth Floating docks west of T/Y
SSK-2 SWSTL THA TOW TOW-BERTH TPGAS TSK-MHB TYD	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 Tap Shek Kok Material Handling Berth Floating docks west of T/Y Island
SSK-2 SWSTL THA TOW-BERTH TPGAS TSK-MHB TYD URMPS /	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 Tap Shek Kok Material Handling Berth Floating docks west of T/Y Island Transit Mawan – Bulker &
SSK-2 SWSTL THA TOW TOW-BERTH TPGAS TSK-MHB TYD	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 Tap Shek Kok Material Handling Berth Floating docks west of T/Y Island Transit Mawan – Bulker & Tanker (All vessels other than
SSK-2 SWSTL THA TOW-BERTH TPGAS TSK-MHB TYD URMPS / URMA	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 Tap Shek Kok Material Handling Berth Floating docks west of T/Y Island Transit Mawan – Bulker & Tanker (All vessels other than passenger & container ship)
SSK-2 SWSTL THA TOW-BERTH TPGAS TSK-MHB TYD URMPS /	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 Tap Shek Kok Material Handling Berth Floating docks west of T/Y Island Transit Mawan – Bulker & Tanker (All vessels other than
SSK-2 SWSTL THA TOW-BERTH TPGAS TSK-MHB TYD URMPS / URMA	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 Tap Shek Kok Material Handling Berth Floating docks west of T/Y Island Transit Mawan – Bulker & Tanker (All vessels other than passenger & container ship) Transit Mawan – Passenger & Container ship
SSK-2 SWSTL THA TOW-BERTH TPGAS TSK-MHB TYD URMPS / URMPS / URMPS-C /	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 Tap Shek Kok Material Handling Berth Floating docks west of T/Y Island Transit Mawan – Bulker & Tanker (All vessels other than passenger & container ship) Transit Mawan – Passenger & Container ship Western anchorage No.1
SSK-2 SWSTL THA TOW-BERTH TPGAS TSK-MHB TYD URMPS / URMPS / URMPS / URMA-C WA-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 Tap Shek Kok Material Handling Berth Floating docks west of T/Y Island Transit Mawan – Bulker & Tanker (All vessels other than passenger & container ship) Transit Mawan – Passenger & Container ship Western anchorage No.1
SSK-2 SWSTL THA TOW-BERTH TPGAS TSK-MHB TYD URMPS / URMPS / URMPS-C / URMA-C WA-1 WA-2	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 Tap Shek Kok Material Handling Berth Floating docks west of T/Y Island Transit Mawan – Bulker & Tanker (All vessels other than passenger & container ship) Transit Mawan – Passenger & Container ship Western anchorage No.1
SSK-2 SWSTL THA TOW-BERTH TPGAS TSK-MHB TYD URMPS / URMPS / URMPS-C / URMA-C WA-1 WA-2 WA-3	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 Tap Shek Kok Material Handling Berth Floating docks west of T/Y Island Transit Mawan – Bulker & Tanker (All vessels other than passenger & container ship) Transit Mawan – Passenger & Container ship Western anchorage No.1 Western anchorage No.2
SSK-2 SWSTL THA TOW-BERTH TPGAS TSK-MHB TYD URMPS / URMPS / URMPS-C / URMA-C WA-1 WA-2	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 Tap Shek Kok Material Handling Berth Floating docks west of T/Y Island Transit Mawan – Bulker & Tanker (All vessels other than passenger & container ship) Transit Mawan – Passenger & Container ship Western anchorage No.1

Berthing Guidelines

Chapter: 12

BERTHING GUIDELINES ** INDEX **

WA-2

WA-3

WQA

YMTA

YUENFAT

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
СТХ	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, 3P	Euro-Asia berth 1,2 & 3P
HKELECT(N)	Lamma power station north wharf
HKELECT(S)	Lamma power station south wharf
JBDGA	Junk Bay DG anchorage
KC1,2,3,5	Kwai Chung berth 1, 2, 3 & 5
KC4	Kwai Chung berth 4
KC6	Kwai Chung berth 6
KC7	Kwai Chung berth 7
KC6/O-F	Kwai Chung berth 6 outer-foul
KC7/O-F	Kwai Chung berth 7 outer-foul
KC8, 9	Kwai Chung berth 8& 9
KC10-12	Kwai Chung berth 10-12
KC13-14	Kwai Chung berth 13-14
KC15	Kwai Chung berth 15
KC16-19	Kwai Chung berth 16-19
KC20	Kwai Chung berth 20
KEL-1	Kellett Anchorage No. 1
KEL-2	Kellett Anchorage No. 2
KEL-3	Kellett Anchorage No. 3
KYCA	Kau Yi Chau DG anchorage
LOP	Lok On Pai oil berth
MFT	Macau ferry terminal
MOBIL	Mobil oil terminal main berth
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
NWLA	North West Lamma anchorage
OTN	Ocean Terminal north berth
51IN	ocean terminal north berth

ES	
**	
Code	Locations
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
SINOPEC-A	Sinopec T/Y main berth (A)
SINOPEC-B	Sinopec T/Y west berth (B)
SINOPEC-C	Sinopec T/Y east berth (C)
SINOPEC-CW	Sinopec Chai Wan berth
SINOPEC3-TY	Sinopec T/Y No. 3 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	Floating docks west of T/Y Island
URMPS /	Transit Mawan – Bulker & Tanker
URMA	(All vessels other than passenger
	& container ship)
URMPS-C /	Transit Mawan – Passenger &
URMA-C	Container ship
WA-1	Western anchorage No.1
11/4 0	Western and the second NT - O

Western anchorage No.2

Western anchorage No.3

Yau Ma Tei anchorage

Yuen Fat wharf No.2 berth

Western quarantine anchorage

Pending

Berthing	Guidelines	PAC endorsed on 5 September 2003			J	Item 7(a)
Location	: CRC-A China Reso	ources T/Y main berth (A)	Berthing	Guidelines		Pending
			Location	: SINOPEC-A Sinopec	T/Y main berth (A)	
	Berthing LOA: Max 120m Max. 8m (min 10% UKC) 24 hrs. 2 (grade II) Port side to.	011 Unberthing LOA: Max 120m Draft: Max. 8m (min 10% UKC) Time: 24 hrs. Tugs: 2 (grade II) Remarks:	010 Draft: Time: Tugs: Remarks:	Berthing LOA: Max 120m Max. 8m (min 10% UKC) 24 hrs. 2 (grade II) 2 Port side to.	011 Unberthing LOA: Ma Draft: Max. 8m (min 10% UKC Time: 24 hrs. Tugs: 2 (grade II) Remarks:	
020 Draft: Time: Tugs: Remarks:	BerthingLOA: Max 150mMax. 10m (min 10% UKC)24 hrs.2Port side to.	021 Unberthing LOA: Max 150m Draft: Max. 10m (min 10% UKC) Time: 24 hrs. Tugs: 2 Remarks:	020 Draft: Time: Tugs: Remarks:	Berthing LOA: Max 150m Max. 10m (min 10% UKC) 24 hrs. 2 Port side to.	021 Unberthing LOA: Ma Draft: Max. 10m (min 10% UK Time: 24 hrs. Tugs: 2 Remarks:	
030 Draft: Time: Tugs: Remarks:	 Berthing LOA: Max 184m Max. 12m (min 10% UKC) 24 hrs. 2. If Draft>10m 1 GI est. Port side to. 	031UnberthingLOA: Max 184mDraft:Max. 12m (min 10% UKC)Time:24 hrs.Tugs:2Remarks:	030 Draft: Time: Tugs: Remarks:	Berthing LOA: Max 184m Max. 12m (min 10% UKC) 24 hrs. 2. If Draft>10m 1 GI est. Port side to.	031 Unberthing LOA: Ma Draft: Max. 12m (min 10% UK Time: 24 hrs. Tugs: 2 Remarks:	
040 Draft: Time: Tugs: Remarks:	Berthing LOA: Max 220m Max. 13m (min 10% UKC) Draft≤10m 24hrs. Draft>10m, D&N HW-1 to HW+1 & D&N LW to LW+1 3 incl. 1 GI est. Day 1 pilot, Night 2 pilots. Berthing at LW to LW+1 : 2 pilots. Port side to.	041 Unberthing LOA: Max 220m Draft: Max. 13m (min 10% UKC) Time: 24 hrs. Tugs: 2 Remarks:	040 Draft: Time: Tugs:	Berthing LOA: Max 220m Max. 13m (min 10% UKC) Draft≤10m 24hrs. Draft>10m, D&N HW-1 to HW+1 & D&N LW to LW+1 3 incl. 1 GI est. Day 1 pilot, Night 2 pilots. Berthing at LW to LW+1 : 2 pilots.	041 Unberthing LOA: Ma Draft: Max. 13m (min 10% UK Time: 24 hrs. Tugs: 2 Remarks:	
050 Draft: Time: Tugs: Remarks:	Berthing LOA: Max 250m Max. 14m (min 10% UKC) D&N D&N HW-1 to HW+1 & D&N D&N LW to LW+1 4 4 incl. 1 GI est. If Draft<13m 3 incl. 1 GI est.	051UnberthingLOA: Max 250mDraft:Max. 14m (min 10% UKC)Time:24 hrs.Tugs:2Remarks:	050 Draft: Time: Tugs: Remarks:	Port side to. Berthing LOA: Max 250m Max. 14m (min 10% UKC) D&N HW-1 to HW+1 & D&N LW to LW+1 4 incl. 1 GI est. If Draft<13m 3 incl. 1 GI est. 2 pilots. Port side to.	051 Unberthing LOA: Ma Draft: Max. 14m (min 10% UK Time: 24 hrs. Tugs: 2 Remarks:	

General Remarks: Thrusters not considered for berthing/unberthing.

General Remarks: Thrusters not considered for berthing/unberthing.

Berthing Guidelines	PAC endorsed on 7 July 1999		Item 7(b)
Location : CRC-B China Re	esources T/Y west berth (B)	Berthing Guidelines	Pending
		Location : SINOPEC-B Sinopec T/Y west berth ((B)
010BerthingLOA: Max 120mDraft:Max. 7.5m (min 10% UKC)Time:24 hrs.Tugs:2Remarks:Starboard side to.	011 Unberthing LOA: Max 120m Draft: Max. 7.5m (min 10% UKC) Time: 24 hrs. Tugs: 2 Remarks:	Draft: Max. 7.5m (min 10% UKC) Draft: M	U nberthing LOA: Max 120m Max. 7.5m (min 10% UKC) 24 hrs. 2

Berthing Guidelines PAC endorsed on 7 July 1999 Location : CRC-C China Resources T/Y east berth (C) **Berthing Guidelines** Location : **SINOPEC-C** Sinopec T/Y east berth (C) 010 Berthing LOA: Max 90m 011 Unberthing LOA: Max 90m Draft: Max. 6.5m (min 10% UKC) Draft: Max. 6.5m (min 10% UKC) D&N HW-1.5 to HW+1.5 & Time: Time: 24 hrs. D&N LW-1 to LW+1.5 2 (grade II) Tugs: 2 (grade II) Tugs:

Remarks:

Remarks: Port side to.

Item 7(c)

Pending

Unberthing LOA: Max 90m

Max. 6.5m (min 10% UKC)

011

Draft:

Time:

24 hrs.

Tugs: 2 (grade II) Remarks:

Berthing LOA: Max 90m

Max. 6.5m (min 10% UKC)

D&N HW-1.5 to HW+1.5 &

D&N LW-1 to LW+1.5

010

Draft:

Time:

Tugs:2 (grade II)Remarks:Port side to.

PAC endorsed on 7 July 1999

Location : CRC-CW

 010
 Berthing
 LOA: Max 65m

 Draft:
 Max. 5m (min 10% UKC)

 Time:
 24 hrs.

 Tugs:
 2 (grade II)

 Remarks:
 Kemarkster

 011
 Unberthing
 LOA: Max 65m

 Draft:
 Max. 5m (min 10% UKC)

 Time:
 24 hrs.

 Tugs:
 2 (grade II)

 Remarks:

Berthing Guidelines

Location : SINOPEC- CW

Sinopec Chai Wan berth

 010
 Berthing
 LOA: Max 65m
 011
 Unberthing
 LOA: Max 65m

 Draft:
 Max. 5m (min 10% UKC)
 Draft:
 Max. 5m (min 10% UKC)

 Time:
 24 hrs.
 Time:
 24 hrs.

 Tugs:
 2 (grade II)
 Tugs:
 2 (grade II)

 Remarks:
 Remarks:
 Remarks:
 Remarks:

Item 7(d)
Pending

PAC endorsed on 7 July 1999

010	Berthing LOA: Max 120m	011
Draft:	Max. 7.5m (min 10% UKC)	Dra
Time:	24 hrs.	Tim
Tugs:	2 (grade II)	Tug
Remarks	Not to be replaced by 1 (grade I)	Rem
	tug.	

011UnberthingLOA: Max 120mDraft:Max. 7.5m (min 10% UKC)Time:24 hrs.Tugs:2 (grade II)Remarks:Not to be replaced by 1 (grade I)tug.

Berthing Guidelines

Location : **SINOPEC3-TY**

Sinopec T/Y No. 3 berth

010	Berthing LOA: Max 120m	011	Unberthing LOA: Max 120m
Draft:	Max. 7.5m (min 10% UKC)	Draft:	Max. 7.5m (min 10% UKC)
Time:	24 hrs.	Time:	24 hrs.
Tugs:	2 (grade II)	Tugs:	2 (grade II)
Remarks	Not to be replaced by 1 (grade I)	Remarks	s: Not to be replaced by 1 (grade I)
	tug.		tug.

Item 7(e)
Pending

Item 8

Berthing Guidelines

Pending

Location: EURO-3P Euro-Asia berth 3P

010 Berthing LOA: Max 150m 011 Draft: Max. 8.6m with pontoon (min 10% UKC) D&N HW-1 to HW+2 & Time: D&N LW+1 to LW+2 2 Tugs: Remarks: See General Remarks

Unberthing LOA: Max 150m Draft: Max. 8.6m with pontoon (min 10% UKC) 24 hrs. Time: **Tugs:** 2

> **Unberthing** LOA: Max 165m Max. 8.6m with pontoon (min 10% UKC) 24 hrs.

Remarks: See General Remarks

020	Berthing	LOA: Max 165m	021	Unberthing	LOA:
Draft:	Max. 8.6m	with pontoon	Draft:	Max. 8.6m wi	ith ponto
	(min 10% U	JKC)		(min 10% UK	C)
Time:	D&N HW t	to HW+1 &	Time:	24 hrs.	
	D&N LW+	2			
Tugs:	2		Tugs:	2	
Remarks	: See Genera	l Remarks	Remarks:	See General F	Remarks

General Remarks:

- 1) Berth must be with pontoon.
- 2) Thrusters not considered for berthing / unberthing.
- 3) Mooring / guard boat employed by agents for mooring operations and traffic control.
- 4) A minimum of 25 meters fore and aft clearance should be allowed during berthing and unberthing operations.
- 5) No coasters and barges should be allowed to anchor in the approaching channel of the terminal.
- 6) All coaster and barge traffic within terminal area should be under terminal's control.

Berthing Guidelines		PAC endorsed on 16 February 2009				Item 9
Location : KC1,2,3,5	Kwai Chung berth 1,	2, 3 & 5	Berthing	gGuidelines		Pending
	(Declared Depth 14.0m)	Location	n : KC1,2,3,5	Kwai Chung berth	1, 2, 3 & 5
010 Berthing LOA: Max	130m 011	Unberthing LOA: Max 130m			(Declared Depth 14	.0m)
Draft: Max. 14.0m + tide − 10% Time: 24 hrs. Tugs: 1. If D>8m 2. Remarks: Ro-Ro vessel 2 tugs if a weather.	Time: Tugs: adverse Remarks:	Max. 14.0m + tide – 10%UKC 24 hrs. 1. If no anchor down 2. Ro-Ro vessel 2 tugs if adverse weather.	010 Draft: Time: Tugs: Remark:	Berthing LOA: M Max. 14.0m + tide – 1 24 hrs. 1. 2 if D>8m. s: Ro-Ro vessel 2 tugs weather.	Time Tugs:	24 hrs.
020BerthingLOA: MaxDraft:Max. 14.0m + tide - 10%Time:24 hrs.Tugs:2Remarks:		Unberthing LOA: Max 230m Max. 14.0m + tide – 10%UKC 24 hrs. 2	020 Draft: Time: Tugs: Remark:	Max. 14.0m + tide – 1 24 hrs. 2	Aax 230m 021 10%UKC Draft Time Tugs: Rema	24 hrs. 2
030BerthingLOA: MaxDraft:Max. 14.0m + tide - 10%Time:24 hrs.Tugs:2 incl. 1 GI est. if no bow 1 if bow & stern thrustersRemarks:	UKC Draft: Time: thruster. Tugs:	Unberthing LOA: Max 270m Max. 14.0m + tide – 10%UKC 24 hrs. 2. 1 if bow & stern thrusters fitted.	030 Draft: Time: Tugs: Remark	Max. 14.0m + tide – 1 24 hrs. 2 incl. 1 GI est. if no 1 1 if bow & stern thrus	bow thruster. Tugs:	24 hrs.2.1 if bow & stern thrusters fitted.
040BerthingLOA: MaxDraft:Max. 14.0m + tide - 10%Time:24 hrs.Tugs:3 incl. 1 GI est. if no bow 1 if bow & stern thrustersRemarks:	SUKC Draft: Time: thruster. Tugs: fitted. Remarks:		040 Draft: Time: Tugs: Remark	Max. 14.0m + tide – 1 24 hrs. 3 incl. 1 GI est. if no 1 1 if bow & stern thrus	bow thruster. Tugs:	24 hrs.2.1 if bow & stern thrusters fitted.
 050 Berthing LOA: Max Draft: Max. 14.0m + tide − 10% Time: 24 hrs. Tugs: 3 incl. 1 GI est. if no bow 2 if bow & stern thrusters Remarks: General Remarks: > Please see Chapter 4(1) Be 	UKC Draft: Time: thruster. Tugs: fitted. Remarks:		050 Draft: Time: Tugs: Bomork	Max. 14.0m + tide – 2 24 hrs. 3 incl. 1 GI est. if no 2 if bow & stern thrus D>12.5m, 4 incl. 1 bow thruster.	Time Tugs: ters fitted. GI est. if no	 24 hrs. 3. 2 if bow & stern thrusters fitted.
		ding 15.0m should inform VTC &	Remark	5:	Rema	rks:

HK Pilots in ample time for consideration.

→ KC1, 2 & 3 – Berth Length 305m each, except KC5 - 457m.

- General Remarks:
- 1.
- Please see Chapter 4(1) Berthing Remarks for Kwai Chung Terminals. Vessels intending to sail or arrive with draft exceeding 15.0m should inform VTC & HK 2. Pilots in ample time for consideration.

Item 9 Pending

3. KC1, 2 & 3 – Berth Length 305m each, except KC5 - 457m.

PAC endorsed on 16 February 2009

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

T		and heads A	Berthing Guidelines	Pendin
Location	KWai Chu	ing berth 4	Location : KC4 Kwai C	hung berth 4
	(Declared	Depth 14.2m)		ed Depth 14.2m)
			(Deciure	a Depin 14.2m)
010 Draft: Time: Tugs: Remarks	Berthing LOA: Max 130m Max. 14.2m + tide – 10%UKC 24 hrs. 1. If D>8m 2 3 Ro-Ro vessel 2 tugs if adverse weather.	 011 Unberthing LOA: Max 130m Draft: Max. 14.2m + tide – 10%UKC Time: 24 hrs. Tugs: 1. If no anchor down 2. Remarks: Ro-Ro vessel 2 tugs if adverse weather. 	 010 Berthing LOA: Max 130m Draft: Max. 14.2m + tide − 10%UKC Time: 24 hrs. Tugs: 1. 2 if D>8m. Remarks: Ro-Ro vessel 2 tugs if adverse weather. 	 011 Unberthing LOA: Max 130m Draft: Max. 14.2m + tide - 10%UKC Time: 24 hrs. Tugs: 1. 2 if no anchor down. Remarks: Ro-Ro vessel 2 tugs if adverse weather.
020 Draft: Time: Tugs: Remarks	Berthing LOA: Max 230m Max. 14.2m + tide – 10%UKC 24 hrs. 2	021 Unberthing LOA: Max 230m Draft: Max. 14.2m + tide – 10%UKC Time: 24 hrs. Tugs: 2 Remarks:	020 Berthing LOA: Max 230m Draft: Max. 14.2m + tide - 10% UKC Time: 24 hrs. Tugs: 2 Remarks:	021 Unberthing LOA: Max 230m Draft: Max. 14.2m + tide – 10%UKC Time: 24 hrs. Tugs: 2 Remarks:
030 Draft: Time: Tugs: Remarks	Berthing LOA: Max 270m Max. 14.2m + tide – 10%UKC 24 hrs. 2 incl. 1 GI est. if no bow thruster. 1 if bow & stern thrusters fitted.	 031 Unberthing LOA: Max 270m Draft: Max. 14.2m + tide - 10%UKC Time: 24 hrs. Tugs: 2. 1 if bow & stern thrusters fitted. Remarks: 	 030 Berthing LOA: Max 270m Draft: Max. 14.2m + tide - 10%UKC Time: 24 hrs. Tugs: 2 incl. 1 GI est. if no bow thruster 1 if bow & stern thrusters fitted. Remarks: 	031UnberthingLOA: Max 270mDraft:Max. 14.2m + tide - 10%UKCTime:24 hrs.Tugs:2.1 if bow & stern thrusters fitted.Remarks:
040 Draft: Time: Tugs: Remarks	Berthing LOA: Max 367m Max. 14.2m + tide – 10%UKC 24 hrs. 3 incl. 1 GI est. if no bow thruster. 1 if bow & stern thrusters fitted.	041 Unberthing LOA: Max 367m Draft: Max. 14.2m + tide – 10%UKC Time: 24 hrs. Tugs: 2. 1 if bow & stern thrusters fitted. Remarks:	 040 Berthing LOA: Max 340m Draft: Max. 14.2m + tide – 10%UKC Time: 24 hrs. Tugs: 3 incl. 1 GI est. if no bow thruster 1 if bow & stern thrusters fitted. Remarks: 	041UnberthingLOA: Max 340mDraft:Max. 14.2m + tide - 10%UKCTime:24 hrs.2.1 if bow & stern thrusters fitted.Remarks:
050 Draft: Time: Tugs: Remarks	Berthing LOA: Max 410m Max. 14.2m + tide – 10% UKC 24 hrs. 3 incl. 1 GI est. if no bow thruster. 2 if bow & stern thrusters fitted.	 051 Unberthing LOA: Max 410m Draft: Max. 14.2m + tide - 10% UKC Time: 24 hrs. Tugs: 3. 2 if bow & stern thrusters fitted. Remarks: 	 050 Berthing LOA: Max 410m Draft: Max. 14.2m + tide - 10% UKC Time: 24 hrs. Tugs: 3 incl. 1 GI est. if no bow thruster 2 if bow & stern thrusters fitted. D>12.5m, 4 incl. 1 GI est. if n 	2 if bow & stern thrusters fitted.
General	Remarks:		bow thruster. Remarks:	Remarks:

General Remarks:

- 1.
- Please see Chapter 4(1) Berthing Remarks for Kwai Chung Terminals. Vessels intending to sail or arrive with draft exceeding 15.0m should inform VTC & HK Pilots in ample time for consideration. 2.

Item 10 Pending

adverse

PAC endorsed on 14 December 2006

		Berthing Guidelines		Pending
Location : KC6 Kwai Chur		Location: KC6	Kwai Chung berth	6
(Declared I	Depth 14.2m)		(Declared Depth 14.2	2 <i>m</i>)
 010 Berthing LOA: Max 130m Draft: Max. 14.2m + tide - 10%UKC Time: 24 hrs. Tugs: 1. If D>8m 2 Remarks: Ro-Ro vessel 2 tugs if adverse weather. 	 011 Unberthing LOA: Max 130m Draft: Max. 14.2m + tide - 10%UKC Time: 24 hrs. Tugs: 1. If no anchor down 2. Remarks: Ro-Ro vessel 2 tugs if adverse weather. 	010 Berthing LOA Draft: Max. 14.2m + tide Time: 24 hrs. Tugs: 1. 2 if D>8m. Remarks: Ro-Ro vessel 2 to weather.	Time: Tugs:	24 hrs.
020BerthingLOA: Max 230mDraft:Max. 14.2m + tide - 10%UKCTime:24 hrs.Tugs:2Remarks:	021 Unberthing LOA: Max 230m Draft: Max. 14.2m + tide – 10%UKC Time: 24 hrs. Tugs: 2 Remarks:	020 Berthing LOA Draft: Max. 14.2m + tide Time: 24 hrs. Tugs: 2 Remarks:	A: Max 230m 021 e – 10%UKC Draft: Time: Tugs: Remar	24 hrs. 2
030BerthingLOA: Max 270mDraft:Max. 14.2m + tide - 10%UKCTime:24 hrs.Tugs:2 incl. 1 GI est. if no bow thruster. 1 if bow & stern thrusters fitted.Remarks:	031UnberthingLOA: Max 270mDraft:Max. 14.2m + tide - 10%UKCTime:24 hrs.Tugs:2.1 if bow & stern thrusters fitted.Remarks:	030 Berthing LOA Draft: Max. 14.2m + tide Time: 24 hrs. Tugs: 2 incl. 1 GI est. if 1 if bow & stern th Remarks:	no bow thruster. Tugs:	24 hrs.2.1 if bow & stern thrusters fitted.
040BerthingLOA: Max 350mDraft:Max. 14.2m + tide - 10%UKCTime:24 hrs.Tugs:3 incl. 1 GI est. if no bow thruster. 1 if bow & stern thrusters fitted.Remarks:	041 Unberthing LOA: Max 350m Draft: Max. 14.2m + tide – 10%UKC Time: 24 hrs. Tugs: 2. 1 if bow & stern thrusters fitted. Remarks:	040 Berthing LOA Draft: Max. 14.2m + tide Time: 24 hrs. Tugs: 3 incl. 1 GI est. if 1 if bow & stern th Remarks:	no bow thruster. Tugs:	24 hrs.2.1 if bow & stern thrusters fitted.

General Remarks:

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

Remarks		rn thrusters fitted.
051	Unberthing	LOA: Max 350m
Draft:	Max. 14.2m +	tide – 10%UKC
Time:	24 hrs.	
Tugs:	3.	

2 if bow & stern thrusters fitted.

General Remarks:

Berthing LOA: Max 350m

Max. 14.2m + tide – 10%UKC

3 incl. 1 GI est. if no bow thruster.

D>12.5m, 4 incl. 1 GI est. if no

2 if bow & stern thrusters fitted.

- Please see Chapter 4(1) Berthing Remarks for Kwai Chung Terminals.
 Vessels intending to spill on agriculture with dark supervised by the label of the second s
- 2. Vessels intending to sail or arrive with draft exceeding 15.0m should inform VTC & HK Pilots in ample time for consideration.

Remarks:

3. KC6/7 Basin declared depth 15.5m

050

Draft:

Time:

Tugs:

24 hrs.

bow thruster. **Remarks:** Stern in 4 tugs Item 11
Pending

Location	: KC7 Kwai Ch	ung berth 7	Berthing Guidelines	Pending
	(Declared	l Depth 15.5m)	Location : KC7 Kwai Chu	ng berth 7
			(Declared	Depth 15.5m)
010 Draft: Time: Tugs: Remarks	 Berthing LOA: Max 130m Max. 15.0m + tide – 10%UKC 24 hrs. 1. If D>8m 2 Ro-Ro vessel 2 tugs if adverse weather. 	 011 Unberthing LOA: Max 130m Draft: Max. 15.0m + tide - 10%UKC Time: 24 hrs. Tugs: 1. If no anchor down 2. Remarks: Ro-Ro vessel 2 tugs if adverse weather. 	010 Berthing LOA: Max 130m Draft: Max. 15.0m + tide – 10%UKC Time: 24 hrs. Tugs: 1. 2 if D>8m. Remarks: Ro-Ro vessel 2 tugs if adverse weather.	 011 Unberthing LOA: Max 130m Draft: Max. 15.0m + tide - 10%UKC Time: 24 hrs. Tugs: 1. 2 if no anchor down. Remarks: Ro-Ro vessel 2 tugs if adverse weather.
020 Draft: Time: Tugs: Remarks	Berthing LOA: Max 230m Max. 15.0m + tide – 10%UKC 24 hrs. 2	021 Unberthing LOA: Max 230m Draft: Max. 15.0m + tide – 10%UKC Time: 24 hrs. Tugs: 2 Remarks:	020 Berthing LOA: Max 230m Draft: Max. 15.0m + tide – 10%UKC Time: 24 hrs. Tugs: 2 Remarks:	021 Unberthing LOA: Max 230m Draft: Max. 15.0m + tide – 10%UKC Time: 24 hrs. Tugs: 2 Remarks:
030 Draft: Time: Tugs:	Berthing LOA: Max 270m Max. 15.0m + tide – 10%UKC 24 hrs. 2 incl. 1 GI est. if no bow thruster. 1 if bow & stern thrusters fitted.	 031 Unberthing LOA: Max 270m Draft: Max. 15.0m + tide - 10%UKC Time: 24 hrs. Tugs: 2. 1 if bow & stern thrusters fitted. 	030 Berthing LOA: Max 270m Draft: Max. 15.0m + tide – 10%UKC Time: 24 hrs. Tugs: 2 incl. 1 GI est. if no bow thruster. 1 if bow & stern thrusters fitted. Remarks:	 031 Unberthing LOA: Max 270m Draft: Max. 15.0m + tide - 10%UKC Time: 24 hrs. Tugs: 2. 1 if bow & stern thrusters fitted. Remarks:
Remarks	:	Remarks:	040 Berthing LOA: Max 340m Draft: Max. 15.0m + tide – 10%UKC	041 Unberthing LOA: Max 340m Draft: Max. 15.0m + tide – 10%UKC
040 Draft: Time:	Berthing LOA: Max 350m Max. 15.0m + tide – 10%UKC 24 hrs.	041 Unberthing LOA: Max 350m Draft: Max. 15.0m + tide – 10%UKC Time: 24 hrs.	Time:24 hrs.Tugs:3 incl. 1 GI est. if no bow thruster.1 if bow & stern thrusters fitted.	Time:24 hrs.Tugs:2.1 if bow & stern thrusters fitted.
Tugs:	3 incl. 1 GI est. if no bow thruster. 1 if bow & stern thrusters fitted.	Tugs: 2. 1 if bow & stern thrusters fitted.	Remarks:	Remarks:
Remarks		Remarks:	050 Berthing LOA: Max 350m Draft: Max. 15.0m + tide - 10%UKC Time: 24 hrs.	051 Unberthing LOA: Max 350m Draft: Max. 15.0m + tide - 10% UKC Time: 24 hrs.
General	Remarks:		Tugs: 3 incl. 1 GI est. if no bow thruster.	Tugs: 3.

Item 12 Pending

2 if bow & stern thrusters fitted.

Remarks:

Vessels intending to sail or arrive with draft exceeding 15.0m should inform VTC & HK

2 if bow & stern thrusters fitted.

Pilots in ample time for consideration.

KC6/7 Basin declared depth 15.5m

bow thruster.

Remarks: Stern in 4 tugs.

General Remarks:

1. 2.

3.

D>12.5m, 4 incl. 1 GI est. if no

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

General Remarks:

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

> Vessels intending to sail or arrive with draft exceeding 15.0m should inform VTC & HK Pilots in ample time for consideration.

➤ KC6/7 Basin declared depth 15.5m

PAC endorsed on 16 February 2009

Location	: KC8,9 Kwai Chu	ng bertir o	u /	bertinn	g Guidelines		Pendi
	(Declared)	Depth 15.51	n)	Location	n : KC8,9 Kwai (Chung berth 8	8 & 9
					(Decla	red Depth 15.5	<i>m</i>)
010 Draft: Time: Tugs: Remarks	 Berthing LOA: Max 130m Max. 15.0m + tide – 10%UKC 24 hrs. 1. If D>8m 2 3: Ro-Ro vessel 2 tugs if adverse weather. 	011 Draft: Time: Tugs: Remark	Unberthing LOA: Max 130m Max. 15.0m + tide – 10%UKC 24 hrs. 1. If no anchor down 2 s: Ro-Ro vessel 2 tugs if adverse weather.	010 Draft: Time: Tugs: Remark	 Berthing LOA: Max 130m Max. 15.0m + tide – 10%UKC 24 hrs. 1. 2 if D>8m. s: Ro-Ro vessel 2 tugs if adverse weather. 	011 Draft: Time: Tugs: Remark	Unberthing LOA: Max 130 Max. 15.0m + tide – 10%UKC 24 hrs. 1. 2 if no anchor down. as: Ro-Ro vessel 2 tugs if adver weather.
020 Draft: Time: Tugs: Remarks	Berthing LOA: Max 230m Max. 15.0m + tide – 10%UKC 24 hrs. 2	021 Draft: Time: Tugs: Remarks	Unberthing LOA: Max 230m Max. 15.0m + tide – 10%UKC 24 hrs. 2 s:	020 Draft: Time: Tugs: Remark	Berthing LOA: Max 230m Max. 15.0m + tide – 10%UKC 24 hrs. 2 s:	021 Draft: Time: Tugs: Remark	Unberthing LOA: Max 230 Max. 15.0m + tide – 10%UKC 24 hrs. 2 ss:
030 Draft: Time: Tugs:	Berthing LOA: Max 270m Max. 15.0m + tide – 10%UKC 24 hrs. 2 incl. 1 GI est. if no bow thruster.	031 Draft: Time: Tugs:	Unberthing LOA: Max 270m Max. 15.0m + tide – 10%UKC 24 hrs. 2. 1 if bow & stern thrusters fitted.	030 Draft: Time: Tugs:	Berthing LOA: Max 270m Max. 15.0m + tide – 10%UKC 24 hrs. 2 incl. 1 GI est. if no bow thruster. 1 if bow & stern thrusters fitted.		 Unberthing LOA: Max 2700 Max. 15.0m + tide – 10%UKC 24 hrs. 2. 1 if bow & stern thruste fitted.
Remarks	1 if bow & stern thrusters fitted.	Remark	N 9	Remark	s:	Remark	IS:
040 Draft: Time: Tugs:	Berthing LOA: Max 367m Max. 15.0m + tide – 10%UKC 24 hrs. 3 incl. 1 GI est. if no bow thruster.	041 Draft: Time: Tugs:	Unberthing LOA: Max 367m Max. 15.0m + tide – 10%UKC 24 hrs. 2. 1 if bow & stern thrusters fitted.	040 Draft: Time: Tugs: Remark	Berthing LOA: Max 340m Max. 15.0m + tide – 10%UKC 24 hrs. 3 incl. 1 GI est. if no bow thruster 1 if bow & stern thrusters fitted. s:	041 Draft: Time: r. Tugs: Remark	Unberthing LOA: Max 340 Max. 15.0m + tide – 10%UKC 24 hrs. 2. 1 if bow & stern thrusters fitted ss:
Remarks	1 if bow & stern thrusters fitted.	Remark	5:	050 Draft: Time:	Berthing LOA: Max 410m Max. 15.0m + tide – 10% UKC 24 hrs.	051 Draft: Time:	Unberthing LOA: Max 410 Max. 15.0m + tide – 10% UKC 24 hrs.
050 Draft: Time: Tugs:	Berthing LOA: Max 410m Max. 15.0m + tide – 10% UKC 24 hrs. 3 incl. 1 GI est. if no bow thruster.	051 Draft: Time: Tugs:	Unberthing LOA: Max 410m Max. 15.0m + tide – 10% UKC 24 hrs. 3.	Tugs:	3 incl. 1 GI est. if no bow thrust 2 if bow & stern thrusters fitted. D>12.5m, 4 incl. 1 GI est. if bow thruster.	r. Tugs:	3. 2 if bow & stern thrusters fitted
	2 if bow & stern thrusters fitted.		2 if bow & stern thrusters fitted.	Remark	s:	Remark	:5:
Remarks	s:	Remark	5:	Genera	l Remarks:		
۶	Remarks: Please see Chapter 4(1) Berthing Rem Vessels intending to sail or arrive with			1. Ple 2. Ve	ease see Chapter 4(1) Berthing Rem ssels intending to sail or arrive with ots in ample time for consideration	arks for Kwai draft exceedir	Chung Terminals. ng 15.0m should inform VTC & H

Item 13 Pending

General Remarks:

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

PAC endorsed on 26 September 2006

. .				Berthing	Guidelines		
Location	: KC10-12 Kwai Chu	0		Location	: KC10-12 Kwai C	ung berth 1	0-12
	(Declared	Depth 15.5	m)		(Declare	d Depth 15.5	m)
010	Berthing LOA: Max 130m	011	Unberthing LOA: Max 130m	010	Berthing LOA: Max 130m	011	Ur
Draft:	Max. 15.0m + tide – 10%UKC	Draft:	Max. 15.0m + tide – 10%UKC	Draft:	Max. 15.0m + tide - 10%UKC	Draft:	Ma
Time:	24 hrs.	Time:	24 hrs.	Time:	24 hrs.	Time:	24
Tugs:	1. If D>8m 2	Tugs:	1. If no anchor down 2	Tugs:	1. 2 if D>8m.	Tugs:	1.
Remarks	Ro-Ro vessel 2 tugs if adverse	Remark	s: Ro-Ro vessel 2 tugs if adverse	Remarks	: Ro-Ro vessel 2 tugs if adverse	Remark	s: Ro
	weather.		weather.		weather.		we
				020	Berthing LOA: Max 230m	021	Ur
020	Berthing LOA: Max 230m	021	Unberthing LOA: Max 230m	Draft:	Max. 15.0m + tide – 10%UKC	Draft:	Ma
Draft:	Max. 15.0m + tide – 10%UKC	Draft:	Max. 15.0m + tide – 10%UKC	Time:	24 hrs.	Time:	24
Time:	24 hrs.	Time:	24 hrs.	Tugs:	2	Tugs:	2
Tugs:	2	Tugs:	2	Remarks	:	Remark	s:
Remarks	:	Remark	s:				
				030	Berthing LOA: Max 270m	031	Uı
				Draft:	Max. 15.0m + tide – 10%UKC	Draft:	M
030	Berthing LOA: Max 270m	031	Unberthing LOA: Max 270m	Time:	24 hrs.	Time:	24
Draft:	Max. 15.0m + tide - 10%UKC	Draft:	Max. 15.0m + tide – 10%UKC	Tugs:	2 incl. 1 GI est. if no bow	Tugs:	2.
Time:	24 hrs.	Time:	24 hrs.		thruster.		fit
Tugs:	2 incl. 1 GI est. if no bow	Tugs:	2. 1 if bow & stern thrusters		1 if bow & stern thrusters fitted.		
	thruster.		fitted.	Remarks	: Stern in 3 tugs.	Remark	as:
	1 if bow & stern thrusters fitted.						
Remarks	Stern in 3 tugs.	Remark	s:	040	Berthing LOA: Max 340m	041	Ur
				Draft:	Max. 15.0m + tide – 10%UKC	Draft:	M
				Time:	24 hrs.	Time:	24
040	Berthing LOA: Max 367m	041	Unberthing LOA: Max 367m	Tugs:	3 incl. 1 GI est. if no bow thruster	Tugs:	2.
Draft:	Max. 15.0m + tide – 10%UKC	Draft:	Max. 15.0m + tide – 10%UKC	_	1 if bow & stern thrusters fitted.	_	1 i
Time:	24 hrs.	Time:	24 hrs.	Remarks	: Stern in 3 tugs.	Remark	ís:
Tugs:	3 incl. 1 GI est. if no bow thruster.	Tugs:	2. 1 if bow & stern thrusters fitted.				
	1 if bow & stern thrusters fitted.			050	Berthing LOA: Max 367m	051	Ur
Remarks	Stern in 3 tugs.	Remark	s:	Draft:	Max. 15.0m + tide – 10%UKC	Draft:	Ma

General Remarks:

- Please see Chapter 4(1) Berthing Remarks for Kwai Chung Terminals.
 Vessels intending to sail or arrive with draft exceeding 15.0m should inform VTC & HK Pilots in ample time for consideration.
- LOA>270m berthing stern in, each tug 3600 HP min. In case 3 tugs are used, min. total 10800 HP. Min. 2 tugs if bow/stern thruster are fitted.

Item 14

Pending

th 15.5m)

	Berthing LOA: Max 130m Max. 15.0m + tide – 10%UKC 24 hrs. 1. 2 if D>8m. Ro-Ro vessel 2 tugs if adverse weather.	011 Draft: Time: Tugs: Remarks:	Unberthing LOA: Max 130m Max. 15.0m + tide – 10%UKC 24 hrs. 1. 2 if no anchor down. Ro-Ro vessel 2 tugs if adverse weather.
020 Draft: Time: Tugs: Remarks:	Berthing LOA: Max 230m Max. 15.0m + tide – 10%UKC 24 hrs. 2	021 Draft: Time: Tugs: Remarks:	Unberthing LOA: Max 230m Max. 15.0m + tide – 10%UKC 24 hrs. 2
030 Draft: Time: Tugs:	Berthing LOA: Max 270m Max. 15.0m + tide – 10%UKC 24 hrs. 2 incl. 1 GI est. if no bow thruster. 1 if bow & stern thrusters fitted.	031 Draft: Time: Tugs: Remarks:	Unberthing LOA: Max 270m Max. 15.0m + tide – 10%UKC 24 hrs. 2. 1 if bow & stern thrusters fitted.
Remarks:	Stern in 3 tugs.	Remarks:	
040 Draft: Time: Tugs: Remarks:	Berthing LOA: Max 340m Max. 15.0m + tide – 10%UKC 24 hrs. 3 incl. 1 GI est. if no bow thruster. 1 if bow & stern thrusters fitted. Stern in 3 tugs.	041 Draft: Time: Tugs: Remarks:	Unberthing LOA: Max 340m Max. 15.0m + tide – 10%UKC 24 hrs. 2. 1 if bow & stern thrusters fitted.
050 Draft: Time: Tugs:	Berthing LOA: Max 367m Max. 15.0m + tide – 10%UKC 24 hrs. 3 incl. 1 GI est. if no bow thruster. 2 if bow & stern thrusters fitted. D>12.5m, 4 incl. 1 GI est. if no bow thruster.	051 Draft: Time: Tugs:	Unberthing LOA: Max 367m Max. 15.0m + tide – 10%UKC 24 hrs. 3. 2 if bow & stern thrusters fitted.
Remarks:	Stern in 4 tugs.	Remarks:	

General Remarks:

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

- Vessels intending to sail or arrive with draft exceeding 15.0m should inform VTC & HK 2. Pilots in ample time for consideration.
- 3. LOA>270m berthing stern in, each tug 3600 HP min. In case 3 tugs are used, min. total 10800 HP. Min. 2 tugs if bow/stern thruster are fitted.

PAC endorsed on 16 February 2009

Location: KC13-14

Kwai Chung berth 13-14

(Declared Depth 15.5m)

010 Draft: Time: Tugs: Remarks:	Berthing LOA: Max 130m Max. 15.0m + tide – 10% UKC 24 hrs. 1. If D>8m 2 Ro-Ro vessel 2 tugs if adverse weather.	011 Draft: Time: Tugs: Remarks:	Unberthing LOA: Max 130m Max. 15.0m + tide – 10%UKC 24 hrs. 1. If no anchor down 2 Ro-Ro vessel 2 tugs if adverse weather.
020 Draft: Time: Tugs: Remarks:	Berthing LOA: Max 230m Max. 15.0m + tide – 10%UKC 24 hrs. 2	021 Draft: Time: Tugs: Remarks:	Unberthing LOA: Max 230m Max. 15.0m + tide – 10%UKC 24 hrs. 2
030 Draft: Time: Tugs:	Berthing LOA: Max 270m Max. 15.0m + tide – 10% UKC 24 hrs. 2 incl. 1 GI est. if no bow thruster. 1 if bow & stern thrusters fitted.	031 Draft: Time: Tugs:	Unberthing LOA: Max 270m Max. 15.0m + tide – 10%UKC 24 hrs. 2. 1 if bow & stern thrusters fitted.
Remarks:	Stern in 3 tugs.	Remarks	:
040 Draft: Time: Tugs: Remarks:	Berthing LOA: Max 367m Max. 15.0m + tide – 10%UKC 24 hrs. 3 incl. 1 GI est. if no bow thruster. 1 if bow & stern thrusters fitted.	041 Draft: Time: Tugs: Remarks:	Unberthing LOA: Max 367m Max. 15.0m + tide – 10%UKC 24 hrs. 2. 1 if bow & stern thrusters fitted
050 Draft: Time: Tugs:	Berthing LOA: Max 410m Max. 15.0m + tide – 10% UKC 24 hrs. 3 incl. 1 GI est. if no bow thruster. 2 if bow & stern thrusters fitted.	051 Draft: Time: Tugs:	Unberthing LOA: Max 410m Max. 15.0m + tide – 10% UKC 24 hrs. 3. 2 if bow & stern thrusters fitted.

General Remarks:

Remarks:

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

Remarks:

LOA>270m berthing stern in, each tug 3600 HP min. In case 3 tugs are used, min. total 10800 HP. Min. 2 tugs if bow/stern thruster are fitted.

Item 15	
Pending	

Berthing Guidelines

Location: KC13-14

Kwai Chung berth 13-14

(Declared Depth 15.5m)

010 Draft: Time: Tugs: Remarks:	Berthing LOA: Max 130m Max. 15.0m + tide – 10%UKC 24 hrs. 1. 2 if D>8m. : Ro-Ro vessel 2 tugs if adverse weather.	011 Draft: Time: Tugs: Remarks:	Unberthing LOA: Max 130m Max. 15.0m + tide – 10%UKC 24 hrs. 1. 2 if no anchor down. Ro-Ro vessel 2 tugs if adverse weather.
020 Draft: Time: Tugs: Remarks:	Berthing LOA: Max 230m Max. 15.0m + tide – 10%UKC 24 hrs. 2	021 Draft: Time: Tugs: Remarks:	Unberthing LOA: Max 230m Max. 15.0m + tide – 10%UKC 24 hrs. 2
030 Draft: Time: Tugs: Remarks:	Berthing LOA: Max 270m Max. 15.0m + tide – 10%UKC 24 hrs. 2 incl. 1 GI est. if no bow thruster. 1 if bow & stern thrusters fitted. : Stern in 3 tugs.	031 Draft: Time: Tugs: Remarks:	Unberthing LOA: Max 270m Max. 15.0m + tide – 10%UKC 24 hrs. 2. 1 if bow & stern thrusters fitted.
040 Draft: Time: Tugs: Remarks:	Berthing LOA: Max 340m Max. 15.0m + tide – 10%UKC 24 hrs. 3 incl. 1 GI est. if no bow thruster. 1 if bow & stern thrusters fitted. : Stern in 3 tugs.	041 Draft: Time: Tugs: Remarks:	Unberthing LOA: Max 340m Max. 15.0m + tide – 10%UKC 24 hrs. 2. 1 if bow & stern thrusters fitted.
050 Draft: Time: Tugs:	Berthing LOA: Max 410m Max. 15.0m + tide – 10% UKC 24 hrs. 3 incl. 1 GI est. if no bow thruster. 2 if bow & stern thrusters fitted. D>12.5m, 4 incl. 1 GI est. if no bow thruster.	051 Draft: Time: Tugs:	Unberthing LOA: Max 410m Max. 15.0m + tide – 10% UKC 24 hrs. 3. 2 if bow & stern thrusters fitted.
Remarks	: Stern in 4 tugs.	Remarks	:

General Remarks:

- Please see Chapter 4(1) Berthing Remarks for Kwai Chung Terminals. 1.
- Vessels intending to sail or arrive with draft exceeding 15.0m should inform VTC & HK 2. Pilots in ample time for consideration.
- LOA>270m berthing stern in, each tug 3600 HP min. In case 3 tugs are used, min. total 3. 10800 HP. Min. 2 tugs if bow/stern thruster are fitted.

Location: KC15

Draft:

	(Declared Depth 15.5m)					
010 Draft: Time: Tugs: Remarks:	Berthing LOA: Max 130m Max. 15.0m + tide – 10% UKC 24 hrs. 1. If D >8m 2	011 Draft: Time: Tugs: Remarks:	Unberthing LOA: Max 130m Max. 15.0m + tide – 10% UKC 24 hrs. 1. If no anchor down 2			
020 Draft: Time: Tugs: Remarks:	Berthing LOA: Max 183m Max. 15.0m + tide – 10% UKC 24 hrs. 2. LOA >200m port side alongside	021 Draft: Time: Tugs: Remarks:	Unberthing LOA: Max 183m Max. 15.0m + tide – 10% UKC 24 hrs. 2			
030 Draft: Time: Tugs: Remarks:	Berthing LOA: Max 230m Max. 15.0m + tide – 10% UKC 24 hrs. 2 Port side alongside	031 Draft: Time: Tugs: Remarks:	Unberthing LOA: Max 230m Max. 15.0m + tide – 10% UKC 24 hrs. 2			
040 Draft: Time: Tugs: Remarks:	Berthing LOA: Max 270m Max. 15.0m + tide – 10% UKC 24 hrs. 2 incl. 1 GI est. if no bow thruster. 1.if bow & stern thrusters fitted Port side alongside	041 Draft: Time: Tugs: Remarks:	Unberthing LOA: Max 270m Max. 15.0m + tide – 10% UKC 24 hrs. 2. 1. if bow & stern thrusters fitted.			
050 Draft: Time: Tugs: Remarks:	Berthing LOA: Max 367m Max. 15.0m + tide – 10% UKC 24 hrs. 3 incl. 1 GI est. if no bow thruster. 1.if bow & stern thrusters fitted. Port side alongside	051 Draft: Time: Tugs: Remarks:	Unberthing LOA: Max 367m Max. 15.0m + tide – 10% UKC 24 hrs. 2 1. if bow & stern thrusters fitted.			
060 Draft: Time: Tugs: Remarks:	Berthing LOA: Max 410m Max. 15.0m + tide – 10% UKC 24 hrs. 3 Incl. 1 GI est. if no bow thruster. 2 if bow & stern thrusters fitted. Port side alongside	061 Draft: Time: Tugs: Remarks:	Unberthing LOA: Max 410m Max. 15.0m + tide – 10% UKC 24 hrs. 3. 2 if bow & stern thrusters fitted.			

Kwai Chung berth 15

General Remarks:

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

es	
	Kwai

Item 16 Pending

Berthing Guideline

Location: KC15

Chung berth 15

(Declared Depth 15.5m)

010 Draft: Time: Tugs: Remarks:	Berthing LOA: Max 130m Max. 15.0m + tide – 10% UKC 24 hrs. 1. 2 if D >8m.	011 Draft: Time: Tugs: Remarks	Unberthing LOA: Max 130m Max. 15.0m + tide – 10% UKC 24 hrs. 1. 2 if no anchor down.
020 Draft: Time: Tugs: Remarks:	Berthing LOA: Max 183m Max. 15.0m + tide – 10% UKC 24 hrs. 2. LOA >200m port side alongside	021 Draft: Time: Tugs: Remarks	Unberthing LOA: Max 183m Max. 15.0m + tide - 10% UKC 24 hrs. 2
030 Draft: Time: Tugs: Remarks:	Berthing LOA: Max 230m Max. 15.0m + tide – 10% UKC 24 hrs. 2 Port side alongside	031 Draft: Time: Tugs: Remarks	Unberthing LOA: Max 230m Max. 15.0m + tide – 10% UKC 24 hrs. 2
040 Draft: Time: Tugs:	Berthing LOA: Max 270m Max. 15.0m + tide – 10% UKC 24 hrs. 2 incl. 1 GI est. if no bow thruster. 1 if bow & stern thrusters fitted.	041 Draft: Time: Tugs:	Unberthing LOA: Max 270m Max. 15.0m + tide – 10% UKC 24 hrs. 2. 1 if bow & stern thrusters fitted.
050 Draft: Time: Tugs:	Port side alongside Berthing LOA: Max 340m Max. 15.0m + tide – 10% UKC 24 hrs. 3 incl. 1 GI est. if no bow thruster. 1 if bow & stern thrusters fitted. Port side alongside	Remarks 051 Draft: Time: Tugs: Remarks	Unberthing LOA: Max 340m Max. 15.0m + tide – 10% UKC 24 hrs. 2. 1 if bow & stern thrusters fitted.
060 Draft: Time: Tugs:	Berthing LOA: Max 410m Max. 15.0m + tide – 10% UKC 24 hrs. 3 Incl. 1 GI est. if no bow thruster. 2 if bow & stern thrusters fitted. D>12.5m, 4 incl. 1 GI est. if no bow thruster.	061 Draft: Time: Tugs:	Unberthing LOA: Max 410m Max. 15.0m + tide – 10% UKC 24 hrs. 3. 2 if bow & stern thrusters fitted.
Remarks:	Port side alongside	Remarks	:

General Remarks:

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

Berthing	Guidelines		PAC endorsed on 16 February 2009			
Location:	KC16-19 Kwai Chur	ng berth 16	-19	Berthing	Guidelines	
	(Declared I	Depth 15.5 r	n)	Location	KC16-19	Kwai Ch
010	Berthing LOA: Max 130m	011	Unberthing LOA: Max 130m			(Declared
Draft: Time: Tugs: Remarks:	Max. 15.0m + tide – 10% UKC 24 hrs. 1. If D >8m 2	Draft: Time: Tugs: Remarks	Max. 15.0m + tide – 10% UKC 24 hrs. 1. If no anchor down 2	010 Draft: Time: Tugs:	Berthing LOA: Max. 15.0m + tide - 24 hrs. 1, 2 if D >8m.	: Max 130m – 10% UKC
020 Draft: Time:	Berthing LOA: Max 230m Max. 15.0m + tide – 10% UKC 24 hrs.	021 Draft: Time:	Unberthing LOA: Max 230m Max. 15.0m + tide – 10% UKC 24 hrs.	Remarks		
Tugs: Remarks:	2	Tugs: Remarks	2	020 Draft: Time: Tugs:	Berthing LOA: Max. 15.0m + tide - 24 hrs. 2	: Max 230m – 10% UKC
030 Draft: Time:	Berthing LOA: Max 270m Max. 15.0m + tide – 10% UKC 24 hrs.	031 Draft: Time:	Unberthing LOA: Max 270m Max. 15.0m + tide – 10% UKC 24 hrs.	Remarks	:	
Tugs:	2 incl. 1 GI est. if no bow thruster. 1 if bow & stern thrusters fitted.	Tugs:	 1 if bow & stern thrusters fitted. 	030 Draft: Time:	Berthing LOA: Max. 15.0m + tide - 24 hrs.	: Max 270m – 10% UKC
Remarks:		Remarks	:	Tugs:	2 incl. 1 GI est. thruster. 1 if bow & stern thr	
040 Draft: Time:	Berthing LOA: Max 367m Max. 15.0m + tide – 10% UKC 24 hrs.	041 Draft: Time:	Unberthing LOA: Max 367m Max. 15.0m + tide – 10% UKC 24 hrs.	Remarks		
Tugs: Remarks:	3 incl. 1 GI est. if no bow thruster. 1 if bow & stern thrusters fitted.	Tugs: Remarks	2. 1 if bow & stern thrusters fitted.	040 Draft: Time:	Berthing LOA: Max. 15.0m + tide - 24 hrs.	: Max <mark>340m</mark> – 10% UKC
				Tugs:	3 incl. 1 GI est. if n 1 if bow & stern thr	
050 Draft: Time:	Berthing LOA: Max 410m Max. 15.0m + tide – 10% UKC 24 hrs.	051 Draft: Time:	Unberthing LOA: Max 410m Max. 15.0m + tide – 10% UKC 24 hrs.	Remarks		
Tugs: Remarks:	3 incl. 1 GI est. if no bow thruster. 2 if bow & stern thrusters fitted.	Tugs: Remarks	3. 2 if bow & stern thrusters fitted.	050 Draft: Time:	Berthing LOA: Max. 15.0m + tide - 24 hrs.	: Max 410m – 10% UKC
				Tugs:	3 incl. 1 GI est. if n	o bow thruster.

Remarks:

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

	Unberthing LOA: Max 130m
	Max. 15.0m + tide – 10% UKC
Time:	
	1. 2 if no anchor down.
Remarks	:
	Unberthing LOA: Max 230m
Draft:	Max. 15.0m + tide – 10% UKC
Time:	
Tugs:	2
Remarks:	:
031	Unberthing LOA: Max 270m
Draft:	Max. 15.0m + tide – 10% UKC
Time:	24 hrs.
Tugs:	2.
0	1 if bow & stern thrusters fitted.
Remarks:	
041	Unberthing LOA: Max 340m
	Max. 15.0m + tide – 10% UKC
Time:	
Tugs:	

1 if bow & stern thrusters fitted.

Unberthing LOA: Max 410m

Max. 15.0m + tide - 10% UKC

2 if bow & stern thrusters fitted.

Item 17

Pending

General Remarks:

Remarks:

bow thruster.

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

Remarks:

051

Draft:

Time:

Tugs:

Remarks:

24 hrs.

3.

Kwai Chung berth 16-19 (Declared Depth 15.5 m)

2 if bow & stern thrusters fitted.

D>12.5m, 4 incl. 1 GI est, if no

3. Berthing: LOA >130m swing around &/or Wedge-in minimum 2 tugs.

PAC endorsed on 12 April 2011

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
Tugs:	2
Remarks:	Starboard side to.

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

Tugs: 2 **Remarks:**

				Item 18
Berthing	Guidelines			Pending
Location	: TSK - MHB Tap Shek Ko	ok Materi	ial Handling Berth	
010	Berthing LOA: Max 120m	011	0	ax 120m
Draft:	Max. 8m (min 15% UKC)	Draft:	Max. 8m (min 15% UK)	_)
Time: Day light only		Time:	Day light only	
	Day LW+1 to HW+1 @ berth			
Tugs:	2	Tugs:	2	
Remarks:	Starboard side to.	Remarks	:	

General Remarks:

1. Mooring/Guard boat employed by agents for mooring operations and traffic control.

2. Thrusters not considered for berthing/unberthing.

Item 18 Pending

			Berthing	Guidelines
		lker & Tanker n passenger & container ship)	Location	: URMPS/URMA Transit M
LOA≤230m + Restricted transit period @ Mawa LOA>230m ≤255m + Restricted transit period @ M		-		(All vess
LOA>255m : Restricted transit period @ Maw (per current info. sup Transit @ Mawan : Day = (Sunri	plied by HY	DRO office)	LOA	OA≤230m • Restricted transit period @ Ma >230m ≤255m • Restricted transit period @ >255m≤290m • Restricted transit period @
010 N. bound LOA: Max 183m Draft: Max. 12m (min 15% UKC)	011 Draft:	S. bound LOA: Max 183m Max. 12m (min 15% UKC)		(per current info. s Transit @ Mawan : Day = (Sur
Time: 24 hrs. Draft>10m subject to current condition @ Mawan Tugs: 1 escort @ Mawan if Draft>10m.	Time:	24 hrs. Draft>10m subject to current condition @ Mawan 1 escort @ Mawan if Draft>10m.	010 Draft: Time:	N. bound LOA: Max 183m Max. 12m (min 15% UKC) 24 hrs. Draft>10m subject to current
Remarks:	Remarks		Tugs: Remarks	condition @ Mawan 1 escort @ Mawan if Draft>10m.
020 N. bound LOA: Max 198m	021	S. bound LOA: Max 198m	Kemarks	
Draft:Max. 12.5m (min 15% UKC)Time:Subject to current condition @	Draft: Time:	Max. 12.5m (min 15% UKC) Subject to current condition @	020	N. bound LOA: Max 198m
Mawan	Time.	Mawan	Draft:	Max. 12.5m (min 15% UKC)
Tugs: 1 escort @ Mawan for Mawan Transit	Tugs:	1 escort @ Mawan for Mawan Transit	Time:	Subject to current condition @ Mawan
<u>To URMA</u> : +1 @ URMA if Draft>10m.		<u>From URMA</u> : +1 @ URMA if Draft>10m.	Tugs:	1 escort @ Mawan for Mawan Transit
Remarks: Day: 1 pilot Night: 2 pilots	Remarks	s: Day: 1 pilot Night: 2 pilots		To URMA: +1 @ URMA if Draft>10m.
			Remarks	: Day: 1 pilot Night: 2 pilots
030 N. bound LOA: Max 230m Draft: Max. 13m (min 15% UKC)	031 Draft:	S. bound LOA: Max 230m Max. 13m (min 15% UKC)		
Time: Subject to current condition @ Mawan	Time:	Subject to current condition @ Mawan	030 Draft:	N. bound LOA: Max 230m Max. 13m (min 15% UKC)
Tugs: 1 escort @ Mawan for Mawan	Tugs:	Draft>12.5m day transit only 1 escort @ Mawan for Mawan	Time:	Subject to current condition @ Mawan
Transit; for night transit 1 escort from Kellett buoy to UR 2 buoy if Draft>9m <u>To URMA</u> : +1 @ URMA if Draft>10m.		Transit; for night transit 1 escort from UR 2 buoy to Kellett buoy if Draft> 9m <u>From URMA</u> : +1 @ URMA if Draft>10m.	Tugs:	Draft>12.5m day transit only 1 escort @ Mawan for Mawan Transit; for night transit 1 escort from Kellett buoy to UR 2 buoy if Draft>9m
Remarks: 2 pilots.	Remarks	s: 2 pilots.	Remarks	<u>To URMA</u> : +1 @ URMA if Draft>10m. : 2 pilots.

(All vessels other than passenger & container ship) transit period @ Mawan = Current Against >2.5 knots / With >1.5 knots ted transit period @ Mawan = Current Against >2.0 knots / With >1.0 knot ted transit period @ Mawan = Current Against >1.5 knots / With >0.5 knot (per current info. supplied by HYDRO office) Mawan : Day = (Sunrise - 30mins.) To (Sunset + 30mins.) A: Max 183m 011 S. bound LOA: Max 183m 5% UKC) Draft: Max. 12m (min 15% UKC) Time: 24 hrs. ect to current Draft>10m subject to current condition @ Mawan an n if Draft>10m. Tugs: 1 escort @ Mawan if Draft>10m. Remarks: A: Max 198m 021 LOA: Max 198m S. bound 15% UKC) Draft: Max. 12.5m (min 15% UKC) nt condition @ Subject to current condition @ Time: Mawan Tugs: 1 escort @ Mawan for Mawan van for Mawan Transit @ URMA if From URMA: +1 @ URMA if Draft>10m. Remarks: Day: 1 pilot Night: 2 pilots 031 A: Max 230m S. bound LOA: Max 230m 5% UKC) Draft: Max. 13m (min 15% UKC) Subject to current condition @ nt condition @ Time: Mawan transit only Draft>12.5m day transit only van for Mawan 1 escort @ Mawan for Mawan Tugs: Transit; for night transit 1 escort

from UR 2 buoy to Kellett buoy

From URMA: +1 @ URMA if

if Draft> 9m

Draft>10m.

Remarks: 2 pilots.

Transit Mawan – Bulker & Tanker

Item 19 Pending

Location : URMPS/URMA	Transit Mawan – Bulker & Tanker
(cont'd)	(All vessels other than passenger & container ship)

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

040	N. bound LOA: Max 255m	041	S. bound LOA: Max 255m
Draft:	Max. 15m (min 15% UKC)	Draft:	Max. 15m (min 15% UKC)
Time:	Day light only	Time:	Day light only
	Subject to current condition @		Subject to current condition @
	Mawan		Mawan
Tugs:	1 escort @ Mawan for Mawan	Tugs:	1 escort @ Mawan for Mawan
0	Transit; from GI if Draft>10m.	0	Transit.
	To URMA: 1 escort for Mawan		From URMA: 1 escort Mawan
	Transit +1 @ URMA; 1 escort		Transit; from URMA if
	from GI through to URMA if		Draft>10m.
	Draft>10m.		
Remarks	: 2 pilots.	Remarks	s: 2 pilots.
itemai no			
Remarks	photon		-
050	N. bound LOA: Max 290m	051	S. bound LOA: Max 290m
		051 Draft:	S. bound LOA: Max 290m Max. 16.8m (min 15% UKC)
050	N. bound LOA: Max 290m		
050 Draft:	N. bound LOA: Max 290m Max. 16.8m (min 15% UKC)	Draft:	Max. 16.8m (min 15% UKC)
050 Draft:	N. bound LOA: Max 290m Max. 16.8m (min 15% UKC) Day light only	Draft:	Max. 16.8m (min 15% UKC) Day light only
050 Draft:	N. bound LOA: Max 290m Max. 16.8m (min 15% UKC) Day light only Subject to current condition @	Draft:	Max. 16.8m (min 15% UKC) Day light only Subject to current condition @

URMA; +1 from Mawan to URMA if Draft>14m.

Remarks: 2 pilots.

90m on @ awan Transit: 2 if Draft>14m. From URMA: 1 escort from URMA for Mawan Transit; +1 @ Mawan if Draft>14m.

General Remarks:

- Thrusters not considered for transit.
- ➤ Tidal window current reference point: 22-21.599N 114-04.125E

To URMA: 1 escort from GI to

- > 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 lightening or anchor at URMA due to

Remarks: 2 pilots.

- 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.
- For Mawan transit, escort tug is required for the waters between Kellett buoy and Ha Pang.

LO. LOA>2		ther than = Current A wan = Current wan = Current	ent Against >2.0 knots / With >1.0 knot ent Against >1.5 knots / With >0.5 knot
040	Transit @ Mawan : Day = (Sunrise N. bound LOA: Max 255m	- 30mins.)	<i>To (Sunset + 30mins.)</i> S. bound LOA: Max 255m
Draft:	Max. 15m (min 15% UKC)	Draft:	Max. 15m (min 15% UKC)
Time:	Day light only	Time:	Day light only
	Subject to current condition @		Subject to current condition @
T	Mawan	T	Mawan
Tugs:	Tug minimum 3600 HP each. 1 escort @ Mawan for Mawan	Tugs:	Tug minimum 3600 HP each. 1 escort @ Mawan for Mawan
	Transit; from GI if Draft>10m.		Transit.
	To URMA: 1 escort for Mawan		From URMA: 1 escort Mawan
	Transit +1 @ URMA; 1 escort		Transit; from URMA if
	from GI through to URMA if		Draft>10m.
Remarks:	Draft>10m. 2 pilots	Remarks	2 nilots
Kemai K5.	2 phots.	Kemai Ko	2 phots.
050	N. bound LOA: Max 290m	051	S. bound LOA: Max 290m
Draft:	Max. 16.8m (min 15% UKC)	Draft:	Max. 16.8m (min 15% UKC)
Time:	Day light only	Time:	Day light only
	Subject to current condition @ Mawan		Subject to current condition @ Mawan
Tugs:	Tug minimum 3600 HP each.	Tugs:	Tug minimum 3600 HP each.
8	1 escort from GI for Mawan Transit;	8	1 escort @ Mawan for Mawan
	+1 @ Mawan if Draft>14m.		Transit; 2 if Draft>14m.
	To URMA: 1 escort from GI to		From URMA: 1 escort from
	URMA; +1 from Mawan to URMA if Draft>14m.		URMA for Mawan Transit; +1 @
Remarks:		Remarks	Mawan if Draft>14m.
ixemai A3.	2 photo.	ixtinai K5	2 photo.

General Remarks:

- 1. Thrusters not considered for transit.
- 2. Tidal window current reference point: 22-21.599N 114-04.125E

3.	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.

- 4. Bulker or Tanker of LOA>280m are normally not permitted to lightening or anchor at URMA due to limited space of the anchorage.
- 5. In case of special circumstances and conditions, where a vessel is required to anchor at URMA, she shall obtain prior approval from VTC.
- 6. Unless otherwise specified, escort tug for Mawan transit is required for the waters between Kellett buoy and Ha Pang.
- 7. For LOA>230m<290m or Draft >13m, escort tug is minimum 3600HP each or minimum 7200HP total (Tug 2600HP not accepted) if 2 tugs are required.

Item 19 (continued) Pending

Berthing Guidelines

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	061	S. bound LOA: Max 305m
Draft:	Max. 16.8m (min 15% UKC)	Draft:	Max. 16.8m (min 15% UKC)
Time:	Day light only	Time:	Day light only
	Subject to current condition @		Subject to current condition @
	Mawan		Mawan
Tugs:	Tug minimum 4000hp each.	Tugs:	Tug minimum 4000hp each.
	1 escort from GI for Mawan		1 escort @ Mawan for Mawan
	Transit; +1 @ Mawan if Draft		Transit; 2 if Draft>14m.
	>14m.		From URMA: 1 escort from
	To URMA: 1 escort from GI to		URMA for Mawan Transit; +1 @
	URMA; +1 from Mawan to		Mawan if Draft>14m.
	URMA if Draft>14m.		
Remarks	2 pilots.	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 lightening or anchor at URMA due to limited space of the anchorage.
- In case of special circumstances and conditions, where a vessel is required to anchor at URMA, she ۶ 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 trails are satisfactory and under control of the working pilots, it will be evaluated at every 5 northbound and 5 southbound operations.
- > For Mawan transit, escort tug is required for the waters between Kellett buoy and Ha Pang.

Berthing Guidelines

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

General Remarks:

- 1. Thrusters not considered for transit.
- 2. Tidal window current reference point: 22-21.599N 114-04.125E
- PILOT BOARDING TIME FOR MA WAN TRANSIT: 3
 - @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.
- 4. Bulker or Tanker of LOA>280m are normally not permitted to lightening or anchor at URMA due to limited space of the anchorage.
- 5. In case of special circumstances and conditions, where a vessel is required to anchor at URMA, she shall obtain prior approval from VTC.
- 6. 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 trails are satisfactory and under control of the working pilots, it will be evaluated at every 5 northbound and 5 southbound operations.
- 7. Unless otherwise specified, escort tug for Mawan transit is required for the waters between Kellett buoy and Ha Pang.

Item 20

Pending

Location : URMPS-C/URMA-C

PAC endorsed on 12 April 2011

Item 21 Pending

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

Berthing Guidelines

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.)

Transit Mawan - Passenger & Container ship

010 Draft: Time:	N. bound LOA: Max 215m Max. 12m (min. 15% UKC) 24 hrs. Draft>10m subject to current condition @ Mawan	011 Dra Tim
Tugs: Remarks:	On trial with effect from 1 April 2011	Tug: Rem
020 Draft: Time:	N. bound LOA: Max 230m Max. 12.5m (min. 15% UKC) Subject to current condition @ Mawan	021 Drat Tim
Tugs: Remarks:	Day: 1 pilot Night: 2 pilots	Tug Ren
030 Draft: Time:	N. bound LOA: Max 250m Max. 13m (min. 15% UKC) Subject to current condition @ Mawan	031 Dra Tim
Tugs:	1 escort @ Mawan for Mawan Transit. <u>To URMA</u> : +1 @ URMA (tug @ URMA exempted for vessels with thrusters).	Tug
Remarks:		Ren
040 Draft: Time:	N. bound LOA: Max 280m Max. 13.5m (min. 15% UKC) Subject to current condition @ Mawan	041 Drat Tim
Tugs:	1 escort from Kellett buoy for Mawan Transit. <u>To URMA</u> : +1 @ URMA (tug @ URMA exempted for vessels with thrusters).	Tug
Remarks:	· · · · · · · · · · · · · · · · · · ·	Ren
050 Draft: Time:	N. bound LOA: Max 310m Max. 14.5m (min. 15% UKC) Subject to current condition @	051 Drat Tim
Tugs:	Mawan 1 escort from Kellett buoy for Mawan Transit. <u>To URMA</u> : +1 @ URMA (tug @ URMA exempted for vessels with thrusters and Draft≤13.5m. Thrusters not considered if Draft>13.5m).	Tug
Remarks:	2 pilots.	Ren

LOA: Max 215m S. bound Max. 12m (min. 15% UKC) Draft: Time: 24 hrs. Draft>10m subject to current condition @ Mawan Tugs: Remarks: On trial with effect from 1 April 2011 LOA: Max 230m S. bound Draft: Max. 12.5m (min. 15% UKC) Time: Subject to current condition @ Mawan Tugs: Remarks: Day: 1 pilot Night: 2 pilots S. bound LOA: Max 250m Max. 13m (min. 15% UKC) Draft: Time: Subject to current condition @ Mawan 1 escort @ Mawan for Mawan Tugs: Transit. From URMA: +1 @ URMA (tug @ URMA exempted for vessels with thrusters). Remarks: 2 pilots. LOA: Max 280m S. bound 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. S. bound LOA: Max 310m Max. 14.5m (min. 15% UKC) Draft: 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.

	raft≤14.5m : Restricted transit period @ >14.5m≤15.5m : Restricted transit period (per current info. Transit @ Mawan : Day = (Su	<mark>l @ Mawan = Cur</mark> supplied by HYDI	rent Against >2 knots / With >1 kno RO office)
010 Draft: Time: Tugs: Remarks:	N. bound LOA: Max 200m Max. 10.0m (min. 15% UKC) 24 hrs.	011 Draft: Time: Tugs: Remarks:	S. bound LOA: Max 200m Max. 10.0m (min. 15% UKC) 24 hrs.
020 Draft: Time:	N. bound LOA: Max 230m Max. 12.5m (min. 15% UKC) Subject to current condition @ Mawan	021 Draft: Time:	S. bound LOA: Max 230 Max. 12.5m (min. 15% UKC) Subject to current condition @ Mawan
Tugs: Remarks:	On trial with effect from 1 February 2012	Tugs: Remarks	On trial with effect from 1 Febru 2012
030 Draft: Time:	N. bound LOA: Max 250m Max. 13m (min. 15% UKC) Subject to current condition @ Mawan	031 Draft: Time:	S. bound LOA: Max 250 Max. 13m (min. 15% UKC) Subject to current condition @ Mawan
Tugs:	l escort @ Mawan for Mawan Transit. <u>To URMA</u> : +1 @ URMA (tug @ URMA exempted for vessels with thrusters).	Tugs:	l escort @ Mawan for Mawan Transit. <u>From URMA</u> : +1 @ URMA (tug URMA exempted for vessels wit thrusters).
Remarks:	,	Remarks:	,
040 Draft: Time:	N. bound LOA: Max 280m Max. 13.5m (min. 15% UKC) Subject to current condition @ Mawan	041 Draft: Time:	S. bound LOA: Max 280 Max. 13.5m (min. 15% UKC) Subject to current condition @ Mawan
Tugs:	1 escort from Kellett buoy for Mawan Transit. <u>To URMA</u> : +1 @ URMA (tug @ URMA exempted for vessels with thrusters).	Tugs:	1 escort @ Mawan for Mawan Transit. <u>From URMA</u> : +1 @ URMA (tug URMA exempted for vessels wit thrusters).
Remarks:	,	Remarks:	<i>,</i>
050 Draft: Time:	N. bound LOA: Max 310m Max. 14.5m (min. 15% UKC) Subject to current condition @ Mawan	051 Draft: Time:	S. bound LOA: Max 310 Max. 14.5m (min. 15% UKC) Subject to current condition @ Mawan
Tugs:	1 escort from Kellett buoy for Mawan Transit. <u>To URMA</u> : +1 @ URMA (tug @ URMA exempted for vessels with thrusters and Draft≤13.5m. Thrusters not considered if	Tugs:	From URMA: +1 @ URMA (tug URMA exempted for vessels wit thrusters).
Remarks:	Draft>13.5m). 2 pilots.	Remarks:	2 pilots.

LOA: Max 353m

Location : URMPS-C/URMA-C Transit Mawan – Passenger & Container ship (cont'd)

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.)

060	N. bound LOA: Max 353m	061	S. bound LOA: Max 35
Draft:	Max. 15.5m (min. 15% UKC)	Draft:	Max. 15.5m (min. 15% UKC)
Time:	Subject to current condition @	Time:	Subject to current condition @
	Mawan		Mawan
	D>14.5m - 15.5m (see General		D>14.5m - 15.5m (see General
	Remarks 4a, 4b)		Remarks 4a, 4b)
Tugs:	1 escort from Kellett buoy for	Tugs:	1 escort @ Mawan for Mawan
-	Mawan Transit.	-	Transit.
	D>14.5m - 15.5m (see General		D>14.5m - 15.5m (see General
	Remarks 4c)		remarks 4c)
Remarks:	2 pilots.	Remarks:	2 pilots.
	See General Remarks		See General Remarks
070	N. bound LOA: Max 366m	071	S. bound LOA: Max 36
Draft:	Max. 15.5m (min. 15% UKC)	Draft:	Max. 15.5m (min. 15% UKC)
Time:	Subject to current condition @	Time:	Subject to current condition @
	Mawan.		Mawan
	D>14.5m – 15.5m (see general		D>14.5m - 15.5m (see general
	remarks 4a, 4b)		remarks 4a, 4b)
Tugs:	1 escort from Kellett buoy for	Tugs:	1 escort @ Mawan for Mawan
	Mawan Transit.		Transit.
	D>12.5m – 15.5m (see General		D>12.5m - 15.5m (see General
	remarks 4c)		remarks 4c)
Remarks:	2 pilots.	Remarks:	2 pilots.
	See General Remarks		See General Remarks

.5m - 15.5m (see General rks 4a. 4b) ort @ Mawan for Mawan it. .5m - 15.5m (see General rks 4c) ts. eneral Remarks LOA: Max 366m und 15.5m (min. 15% UKC) ect to current condition @ an .5m – 15.5m (see general rks 4a, 4b) ort @ Mawan for Mawan it. .5m - 15.5m (see General rks 4c)

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.
- a) Restricted transit period @ Mawan = Current against >2.0 kts / With > 1.0 kt 4.
 - b) Day light transit only
 - c) North bound 1 tug @ GI, 1 tug @ Mawan
 - South bound 2 tugs @ Mawan
- 5. For Mawan transit, escort tug is required for the waters between Kellett buoy and Ha Pang.

Item 21
(continued)
Pending

Berthing Guidelines

Location : URMPS-C/URMA-C

Transit Mawan - Passenger & Container ship

Draft≤14.5m : Restricted transit period @ Mawan = Current Against >3 knots / With >2 knots Draft>14.5m ≤15.5m : Restricted transit period @ Mawan = Current Against >2 knots / With >1 knots (per current info. supplied by HYDRO office) Transit @ Mawan : Day = (Sunrise - 30mins.) To (Sunset + 30mins.)

060 Draft: Time:	N. bound LOA: Max 353m Max. 15.5m (min. 15% UKC) Subject to current condition @ Mawan	061 Draft: Time:	S. bound LOA: Max 353m Max. 15.5m (min. 15% UKC) Subject to current condition @ Mawan
Tugs:	D>14.5m - 15.5m, day light only. 1 escort from Kellett buoy for Mawan Transit. D>14.5m - 15.5m, 1 from GI & 1 from Kellett buoy escort for Mawan Transit.	Tugs:	D>14.5m - 15.5m, day light only. 1 escort @ Mawan for Mawan Transit. D>14.5m - 15.5m, 2 escort @ Mawan for Mawan Transit.
Remarks:	2 pilots.	Remarks:	2 pilots.
	See General Remarks		See General Remarks
070	N. bound LOA: Max 367m	071	S. bound LOA: Max 367m
070 Draft:	N. bound LOA: Max 367m Max. 15.5m (min. 15% UKC)	071 Draft:	S. bound LOA: Max 367m Max. 15.5m (min. 15% UKC)
	Max. 15.5m (min. 15% UKC) Subject to current condition @	071	Max. 15.5m (min. 15% UKC) Subject to current condition @
Draft:	Max. 15.5m (min. 15% UKC) Subject to current condition @ Mawan.	Draft:	Max. 15.5m (min. 15% UKC) Subject to current condition @ Mawan
Draft: Time:	Max. 15.5m (min. 15% UKC) Subject to current condition @ Mawan. D>14.5m - 15.5m, day light only.	Draft: Time:	Max. 15.5m (min. 15% UKC) Subject to current condition @ Mawan D>14.5m - 15.5m, day light only.
Draft:	Max. 15.5m (min. 15% UKC) Subject to current condition @ Mawan. D>14.5m - 15.5m, day light only. 1 escort from Kellett buoy for	Draft:	Max. 15.5m (min. 15% UKC) Subject to current condition @ Mawan D>14.5m - 15.5m, day light only. 1 escort @ Mawan for Mawan
Draft: Time:	Max. 15.5m (min. 15% UKC) Subject to current condition @ Mawan. D>14.5m - 15.5m, day light only. 1 escort from Kellett buoy for Mawan Transit.	Draft: Time:	Max. 15.5m (min. 15% UKC) Subject to current condition @ Mawan D>14.5m - 15.5m, day light only. 1 escort @ Mawan for Mawan Transit.
Draft: Time:	Max. 15.5m (min. 15% UKC) Subject to current condition @ Mawan. D>14.5m - 15.5m, day light only. 1 escort from Kellett buoy for Mawan Transit. D>12.5m - 15.5m, 1 from GI & 1	Draft: Time:	Max. 15.5m (min. 15% UKC) Subject to current condition @ Mawan D>14.5m - 15.5m, day light only. 1 escort @ Mawan for Mawan
Draft: Time:	Max. 15.5m (min. 15% UKC) Subject to current condition @ Mawan. D>14.5m - 15.5m, day light only. 1 escort from Kellett buoy for Mawan Transit.	Draft: Time:	Max. 15.5m (min. 15% UKC) Subject to current condition @ Mawan D>14.5m - 15.5m, day light only. 1 escort @ Mawan for Mawan Transit. D>12.5m - 15.5m, 2 escort @
Draft: Time:	Max. 15.5m (min. 15% UKC) Subject to current condition @ Mawan. D>14.5m - 15.5m, day light only. 1 escort from Kellett buoy for Mawan Transit. D>12.5m - 15.5m, 1 from GI & 1 from Kellett buoy escort for Mawan Transit.	Draft: Time:	Max. 15.5m (min. 15% UKC) Subject to current condition @ Mawan D>14.5m - 15.5m, day light only. 1 escort @ Mawan for Mawan Transit. D>12.5m - 15.5m, 2 escort @ Mawan for Mawan Transit.

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 >367m, 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. Unless otherwise specified, escort tug for Mawan transit is required for the waters:
 - a) North bound : from Kellett buoy to NW Mawan Signal Mast except required otherwise by pilot/Master.
 - b) South bound : from Ha Pang to 0.5 n.mile south of Tsing Ma Bridge except required otherwise by pilot/Master.
- 5. For LOA≥300m or Draft ≥12.5m, escort tug is minimum 3600HP each or minimum 7200HP total (Tug 2600HP not accepted) if 2 tugs are required.