PAC Paper No. 1/2012

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:

a) 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

ANNEX

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 main berth (A)"; (h) "SINOPEC-B" & "Sinopec T/Y west berth (B)"; (i) "SINOPEC-C" & "Sinopec T/Y east berth (C)"; (j) "SINOPEC-CW" & "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.

Note : Please refer to the attached individual items 1 – 21 for the current and proposed versions.

<table>
<tr>
<td>3.</td>
<td>Chapter 4 – Berthing Remarks
(Paragraph 6 – transverse thruster(s) information)</td>
<td>Replace the table of vessel's LOA and respective minimum requirement of thruster by the following table :
<table><tr><th>Vessel's Length over all</th><th>Actual minimum Horse Power</th><th>Actual minimum Kilo Watts</th><th>Actual minimum Kilo Newton</th></tr><tr><td><131m</td><td>600</td><td>438</td><td>45</td></tr><tr><td>131-180m</td><td>800</td><td>584</td><td>61</td></tr><tr><td>181-250m</td><td>1000</td><td>730</td><td>75</td></tr><tr><td>251-300m</td><td>2000</td><td>1460</td><td>150</td></tr><tr><td>301-350m</td><td>3000</td><td>2190</td><td>225</td></tr><tr><td>>350m</td><td>3500</td><td>2555</td><td>263</td></tr></table></td>
<td>To reflect current operational need based on practical experience.</td>
</tr>
<tr>
<td>4.</td>
<td>Chapter 6 – Tugs Information Hong Kong Tug & South China Tug
(Under Name, HP, B.pull (tonnes) & Remarks)</td>
<td>(a) Insert new tugs "Taikoo, 5000, 74.5, Grade 1" and "Tai O, 5000, 71.8, Grade 1" below tug "Sha Tin, 4000, 56, Grade I";
(b) Insert new tug "Whampoa, 5000, 68.6, Grade 1" below tug "Yuen Kok, 4000, 56, Grade I";
(c) Insert new tug "Hai Shan, 6000, 75, Grade 1" below tug "Hai Tong, 4000, 52, Grade I".</td>
<td>To update the fleet of Hong Kong Tug and South China Tug.</td>
</tr>
</table>

Note : Please refer to the attached individual items 1 – 21 for the current and proposed versions.

5.	Chapter 8 – BERTH/WHARF/ TERMINAL INFORMATION (under BERTH, Draft(m), Direction, Length & Telephone No.)	(a) Below "EURO 2" insert ""EURO 3P, 8.6, 165, 148/328, 215, 2436 8233, 9603 9692". (b) Delete "CRC-A, 14.0, 250, 086/266, 280, 2431 3090"; (c) Delete "CRC-B, 7.5, 120, 086/266, 129, 2431 3090"; (d) Delete "CRC-C, 6.5, 90, 086/266, 115, 2431 3090"; (e) Delete "CRC-CW, 5.0, 65, 172/352, 70, 2558 8341"; (f) Delete "CRC3-TY, 7.5, 120, 124/304, >150, 2431 3090"; Below "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".	(a) New berthing facility at Euro-Asia Berth 3 with pontoon. (b) – (k) China Resources renamed as Sinopec.
6.	Chapter 12 – Berthing Guidelines **INDEX** (under Code and Location)	(a) Replace "EURO 1,2" & "Euro Asia berth 1,2" by "EURO 1, 2, 3P" & "Euro-Asia berth 1,2 & 3P"; (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 main berth (A)"; (h) "SINOPEC-B" & "Sinopec T/Y west berth (B)"; (i) "SINOPEC-C" & "Sinopec T/Y east berth (C)"; (j) "SINOPEC-CW" & "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.

Note : Please refer to the attached individual items 1 – 21 for the current and proposed versions.

7.	Locations : (a) CRC-A : China Resources T/Y main berth (A) (b) CRC-B : China Resources T/Y main berth (B) (c) CRC-C : China Resources east berth (C) (d) CRC-CW : China Resources Chai Wan berth (e) CRC3-TY : China Resources T/Y No.3 berth	(a) Replace "CRC-A" & "China Resources T/Y main berth (A)" by "SINOPEC-A" & "Sinopec T/Y main berth (A)" (b) Replace "CRC-B" & "China Resources T/Y main berth (B)" by "SINOPEC-B" & "Sinopec T/Y west berth (B)" (c) Replace "CRC-C" & "China Resources T/Y east berth (C)" by "SINOPEC-C" & "Sinopec T/Y east berth (C)" (d) Replace "CRC-CW" & "China Resources Chai Wan berth" by "SINOPEC-CW" & "Sinopec Chai Wan berth" (e) Replace "CRC3-TY" & "China Resources T/Y No.3 berth" by "SINOPEC3-TY" & "Sinopec T/Y No.3 berth"	China Resources renamed as Sinopec.
8.	Location : EURO-3P (Euro-Asia berth 3P)	To incorporate new berthing information on EURO-3P in the Berthing Guidelines.	New berthing facility at Euro-Asia Berth 3 with pontoon.
9.	Location : KC1,2,3,5 (Kwai Chung berth 1,2,3 & 5)	(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.
10.	Location : KC4 (Kwai Chung berth 4)	(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.

Note : Please refer to the attached individual items 1 – 21 for the current and proposed versions.

11.	Location : KC6 (Kwai Chung berth 6)	(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 "350m" by "340m". (e) Insert following new item below Item 040: 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 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:**	(a) – (c) For clarity. (d) – (f) To reflect current operational need based on practical experience.

Note : Please refer to the attached individual items 1 – 21 for the current and proposed versions.

12	Location : KC7 (Kwai Chung berth 7)	(a) 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 "350m" by "340m". (e) Insert following new item below Item 040: 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:**	(a) – (c) For clarity. (d) – (f) To reflect current operational need based on practical experience.
13.	Location : KC8,9 (Kwai Chung berth 8 & 9)	(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.

Note : Please refer to the attached individual items 1 – 21 for the current and proposed versions.

14.	Location : KC10-12 (Kwai Chung berth 10-12)	(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) Insert following new item below Item 040: 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:**	(a) – (c) For clarity. (d) – (f) To reflect current operational need based on practical experience.
15.	Location : KC13-14 (Kwai Chung berth 13-14)	(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 040 Remarks – insert "Stern in 3 tugs.". (f) Item 050 Tugs – insert "D>12.5m, 4 incl. 1 GI est. if no bow thruster.".	(a) – (c) For clarity. (d) – (f) To reflect current operational need based on practical experience.

Note : Please refer to the attached individual items 1 – 21 for the current and proposed versions.

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.

Note : Please refer to the attached individual items 1 – 21 for the current and proposed versions.

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

Note : Please refer to the attached individual items 1 – 21 for the current and proposed versions.

		(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≥300m or Draft ≥12.5m, escort tug is minimum 3600HP each or minimum 7200HP total (Tug 2600HP not accepted) if 2 tugs are required.".	

Chapter: 1 **INDEX**

** BERTHING GUIDELINES 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

Chapter: 1 **INDEX**

** BERTHING GUIDELINES 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
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

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

Code	Location
KEL-1	Kellett Anchorage No. 1
KEL-2	Kellett Anchorage No. 2
KEL-3	Kellett Anchorage No. 3
KYCA	Kau Yi Chau DG anchorage
LOP	Lok On Pai oil berth
MFT	Macau ferry terminal
MOBIL	Mobil oil terminal main berth
MOBIL-E	Mobil oil terminal east berth
MWA	Ma Wan anchorage
NLA	North Lamma anchorage
NWLA	North West Lamma anchorage
OTN	Ocean Terminal north berth
OTNO	Ocean Terminal north berth outer-foul
OTS	Ocean Terminal south berth
OTSO	Ocean Terminal south berth outer-foul
PAFF	Permanent Aviation Fuel Facility
PSSA-E	Pun Shan Shek anchorage east
PSSA-W	Pun Shan Shek anchorage west
RDGA	Reserved dangerous goods anchorage
RTT-1	River Trade Terminal No.1 berth
RTT-2	River Trade Terminal No.2 berth
SEATRIAL	Sea trial, compass adjustment & DF calibration
SHACHAU	Sha Chau oil terminal (TSK)
SHELL	Shell oil terminal main berth
SHELL-1E	Shell No. 1 east & west berth
SHELL-2E	Shell No. 2 & 3 east & west berth
SHELL-LPG	Shell oil terminal LPG berth
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/URMA	Transit Mawan – Bulker & Tanker (All vessels other than passenger & container ship)
URMPS-C/ URMA-C	Transit Mawan – Passenger & Container ship
WA-1	Western anchorage No.1
WA-2	Western anchorage No.2
WA-3	Western anchorage No.3
WQA	Western quarantine anchorage
YMTA	Yau Ma Tei anchorage
YUENFAT	Yuen Fat wharf No.2 berth

Chapter: 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.

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

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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.

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

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.
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b. It can run continuously for not less than 30 minutes.
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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

Chapter: 6 **TUGS INFORMATION**

Name	HP.	B. pull (tonnes)	Remarks
Hong Kong Tug 2612 6800			
Ap Chau	4000	54	Grade I
Cheung Chau	4000	54	Grade I
Hung Hom	3200	45.5	Grade I
Kau Lung	3200	45.5	Grade I
Lamma	3200	45.5	Grade I
Sha Chau	4000	54	Grade I
Sha Tin	4000	54	Grade I
Tap Mun	3200	45.5	Grade I
Ting Kau	4000	54	Grade I
Yuen Kok	4000	54	Grade I
Yeung Chau	4000	54	Grade I
Yiu Lian Tug 2497 0655 2497 0686			
Hai Fa	3200	42	Grade I
Hai Qi	3200	42	Grade I
Hai Tong	4000	52	Grade I
Hai You	4000	52	Grade I
Hoi Lian	4000	52.8	Grade I
Yiu Lian 18	3200	42	Grade I
Yiu Lian 26	2600	35	Grade I
You Da	3200	42	Grade I
You Fa	3200	42	Grade I
South China Tug 2548 5205			
Guangzhou	3000	38	Grade I
Guilin	3000	38	Grade I
Nanning	4000	55	Grade I
Shanghai	4000	55	Grade I
Shantou	3600	50	Grade I
Shunde	4000	56	Grade I
Chung Hing Tug 2549 2072 2549 0395			
Chung Hing No.1 (忠興壹)	2 × 624	18	Grade II
Wallex 2 (華力二)	2 × 624	18	Grade II
Kam Hung No.38 Tug 2619 6981-3			
Dong Tai	1280	19	Grade II
Kam Hung 18	1500	23	Grade II
Kam Hung 28	1280	19	Grade II
Kam Hung 38	1280	19	Grade II
Kam Hung 88	1500	23	Grade II
Kong Luen Tug 2540 2777 2548 8126			
H.K. United 20	2 × 850	20	Grade II

Chapter: 6 **TUGS INFORMATION**

Name	HP.	B. pull (tonnes)	Remarks
Hong Kong Tug 2612 6800			
Ap Chau	4000	54	Grade I
Cheung Chau	4000	54	Grade I
Hung Hom	3200	45.5	Grade I
Kau Lung	3200	45.5	Grade I
Lamma	3200	45.5	Grade I
Sha Chau	4000	54	Grade I
Sha Tin	4000	54	Grade I
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 2549 0395			
Chung Hing No.1 (忠興壹)	2 × 624	18	Grade II
Wallex 2 (華力二)	2 × 624	18	Grade II
Kam Hung No.38 Tug 2619 6981-3			
Dong Tai	1280	19	Grade II
Kam Hung 18	1500	23	Grade II
Kam Hung 28	1280	19	Grade II
Kam Hung 38	1280	19	Grade II
Kam Hung 88	1500	23	Grade II
Kong Luen Tug 2540 2777 2548 8126			
H.K. United 20	2 × 850	20	Grade II

Chapter: 8 **BERTH /WHARF/TERMINAL INFORMATION**

BERTH	Draft(m)	LOA(m)	Direction	Length	Telephone No.
CCEMENT	14.0	240	112/292	270	2440 5111 2440 5233
CFT	7.0	153	078/258	270	2738 2906
CLPTSK	16.8	280	134/314	545	2404 8402
CMKEN-N	9.5	156	070/250	170	2816 8398 9125 3298
CMKEN-S	7.0	120	070/250	140	2816 8398 9125 3298
CRC-A	14.0	250	086/266	280	2431 3090
CRC-B	7.5	120	086/266	129	2431 3090
CRC-C	6.5	90	086/266	115	2431 3090
CRC-CW	5.0	65	172/352	70	2558 8341
CRC3-TY	7.5	120	124/304	>150	2431 3090
CTX	12.6	235	162/342	90	2431 2428
CTX-5	3.2	80	035/215	80	2431 2428
CTX-6A	7.3	110	055/235	50	2431 2428
CTX-LPG	6.5	114	072/252	95	2431 2428
ESSO	14.63	274	098/278	255	2902 8273
ESSO-EL	5.5	107	098/278	30	2902 8273
EURO 1	9.0	165	020/200	240	2436 8222 9603 9692
EURO 2	9.5	200	020/200	280	2436 8233 9603 9692
HKELECT (N)	14.6	262	170/350	290	2982 6270 2982 6274 9423 6670
HKELECT (S)	14.6	262	170/350	290	2982 6270 2982 6274 9423 6670
HUDSW dist. from f/d 80m as per HUD			008/188	250	2431 2645
KC 1-2	14.0	350	163/343	305	2115 3552
KC 3	14.0	350	163/343	305	2489 4745
KC 4	14.2	350	163/343	305	2619 7792
KC 5	14.0	350	073/253	457	2115 3552
KC 6	14.2	350	073/253	564	2619 7792
KC 7	15.0	350	073/253	564	2619 7792
KC 8	15.0	350	163/343	380	2619 7792
KC 9	15.0	350	163/343	450	2619 7792
KC 10	15.0	367	073/253	700	2619 7792
KC 11	15.0	367	073/253	338	2991 8022
KC 12	15.0	367	073/253	338	2991 8022
KC 13	15.0	350	073/253	338	2276 8137 2276 8138
KC 14	15.0	350	073/253	338	2276 8137 2276 8138
KC 15	15.0	352	163/343	350	3153 3021
KC 16	15.0	352	163/343	350	3153 3021
KC 17-18	15.0	352	163/343	350	2920 2616 2920 2645
KC 19	15.0	352	163/343	200	2920 2616 2920 2645
KC 20	15.0	310	042/222	340	2920 2616 2920 2645
LOP	8.0	122	089/269	125	2618 0192 9369 2741
MFT	5.0	120	104/284	220	2547 4039
MOBIL	14.6	250	089/269	267	2902 8133
MOBIL-E	7.5	107	089/269	41	2902 8133
OTN	8.5	270	078/258	340	2118 8951
OTS	10.67	290	078/258	381	2118 8951
PAFF	15	280	135/315	505	2212 5720 2212 5721
RTT-1	8.5	175	116/296	200	2122 7155 9728 6230
RTT-2	8.5	150	026/206	250	2122 7155 9728 6230
SHACHAU	7.5	120	163/343	152	2613 9127 2988 6161
SHELL	14.5	245	150/330	226	2432 8704
SHELL - 1E	6.5	100	008/188	80	2432 8704
SHELL - 2E	5.5	90	008/188	75	2432 8704
SHELL-LPG	8.0	135	150/330	118	2432 8704
SWSTL	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: 8 **BERTH /WHARF/TERMINAL INFORMATION**

BERTH	Draft(m)	LOA(m)	Direction	Length	Telephone No.
CCEMENT	14.0	240	112/292	270	2440 5111 2440 5233
CFT	7.0	153	078/258	270	2738 2906
CLPTSK	16.8	280	134/314	545	2404 8402
CMKEN-N	9.5	156	070/250	170	2816 8398 9125 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 (S)	14.6	262	170/350	290	2982 6270 2982 6274 9423 6670
HUDSW dist. from f/d 80m as per HUD			008/188	250	2431 2645
KC 1-2	14.0	350	163/343	305	2115 3552
KC 3	14.0	350	163/343	305	2489 4745
KC 4	14.2	350	163/343	305	2619 7792
KC 5	14.0	350	073/253	457	2115 3552
KC 6	14.2	350	073/253	564	2619 7792
KC 7	15.0	350	073/253	564	2619 7792
KC 8	15.0	350	163/343	380	2619 7792
KC 9	15.0	350	163/343	450	2619 7792
KC 10	15.0	367	073/253	700	2619 7792
KC 11	15.0	367	073/253	338	2991 8022
KC 12	15.0	367	073/253	338	2991 8022
KC 13	15.0	350	073/253	338	2276 8137 2276 8138
KC 14	15.0	350	073/253	338	2276 8137 2276 8138
KC 15	15.0	352	163/343	350	3153 3021
KC 16	15.0	352	163/343	350	3153 3021
KC 17-18	15.0	352	163/343	350	2920 2616 2920 2645
KC 19	15.0	352	163/343	200	2920 2616 2920 2645
KC 20	15.0	310	042/222	340	2920 2616 2920 2645
LOP	8.0	122	089/269	125	2618 0192 9369 2741
MFT	5.0	120	104/284	220	2547 4039
MOBIL	14.6	250	089/269	267	2902 8133
MOBIL-E	7.5	107	089/269	41	2902 8133
OTN	8.5	270	078/258	340	2118 8951
OTS	10.67	290	078/258	381	2118 8951
PAFF	15	280	135/315	505	2212 5720 2212 5721
RTT-1	8.5	175	116/296	200	2122 7155 9728 6230
RTT-2	8.5	150	026/206	250	2122 7155 9728 6230
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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 Central Harbour
CLPTSK	China light power station (TSK)
CMKEN-N	China Merchant Kennedy Town north berth
CMKEN-S	China Merchant Kennedy Town south berth
CRC-A	China Resources T/Y main berth (A)
CRC-B	China Resources T/Y west berth (B)
CRC-C	China Resources T/Y east berth (C)
CRC-CW	China Resources Chai Wan berth
CRC3-TY	China Resources T/Y No. 3 berth
CTX	Caltex T/Y main berth
CTX-5	Caltex T/Y No. 5 berth
CTX-6A	Caltex T/Y No. 6A berth
CTX-LPG	Caltex T/Y LPG berth
ESSO	Esso oil terminal main berth
ESSO-EL	Esso oil terminal electric power wharf
EURO1,2	Euro-Asia berth 1,2
HKELECT(N)	Lamma power station north wharf
HKELECT(S)	Lamma power station south wharf
JBDGA	Junk Bay DG anchorage
KC1,2,3,5	Kwai Chung berth 1, 2, 3 & 5
KC4	Kwai Chung berth 4
KC6	Kwai Chung berth 6
KC7	Kwai Chung berth 7
KC6/O-F	Kwai Chung berth 6 outer-foul
KC7/O-F	Kwai Chung berth 7 outer-foul
KC8, 9	Kwai Chung berth 8& 9
KC10-12	Kwai Chung berth 10-12
KC13-14	Kwai Chung berth 13-14
KC15	Kwai Chung berth 15
KC16-19	Kwai Chung berth 16-19
KC20	Kwai Chung berth 20
KEL-1	Kellett Anchorage No. 1
KEL-2	Kellett Anchorage No. 2
KEL-3	Kellett Anchorage No. 3
KYCA	Kau Yi Chau DG anchorage
LOP	Lok On Pai oil berth
MFT	Macau ferry terminal

Code	Locations
MOBIL	Mobil oil terminal main berth
MOBIL-E	Mobil oil terminal east berth
MWA	Ma Wan anchorage
NLA	North Lamma anchorage
NWLA	North West Lamma anchorage
OTN	Ocean Terminal north berth
OTNO	Ocean Terminal north berth outer-foul
OTS	Ocean Terminal south berth
OTSO	Ocean Terminal south berth outer-foul
PAFF	Permanent Aviation Fuel Facility
PSSA-E	Pun Shan Shek anchorage east
PSSA-W	Pun Shan Shek anchorage west
RDGA	Reserved dangerous goods anchorage
RTT-1	River Trade Terminal No.1 berth
RTT-2	River Trade Terminal No.2 berth
SEATRIAL	Sea trial, compass adjustment & DF calibration
SHACHAU	Sha Chau oil terminal (TSK)
SHELL	Shell oil terminal main berth
SHELL-1E	Shell No. 1 east & west berth
SHELL-2E	Shell No. 2 & 3 east & west berth
SHELL-LPG	Shell oil terminal LPG berth
SLA	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 / URMA	Transit Mawan – Bulker & Tanker (All vessels other than passenger & container ship)
URMPS-C / URMA-C	Transit Mawan – Passenger & Container ship
WA-1	Western anchorage No.1
WA-2	Western anchorage No.2
WA-3	Western anchorage No.3
WQA	Western quarantine anchorage
YMTA	Yau Ma Tei anchorage
YUENFAT	Yuen Fat wharf No.2 berth

Chapter: 12 **BERTHING GUIDELINES**

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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
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

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 / URMA	Transit Mawan – Bulker & Tanker (All vessels other than passenger & container ship)
URMPS-C / URMA-C	Transit Mawan – Passenger & Container ship
WA-1	Western anchorage No.1
WA-2	Western anchorage No.2
WA-3	Western anchorage No.3
WQA	Western quarantine anchorage
YMTA	Yau Ma Tei anchorage
YUENFAT	Yuen Fat wharf No.2 berth

Location : CRC-A **China Resources T/Y main berth (A)**

010	**Berthing** LOA: Max 120m	011	**Unberthing** LOA: Max 120m
Draft:	Max. 8m (min 10% UKC)	**Draft:**	Max. 8m (min 10% UKC)
Time:	24 hrs.	**Time:**	24 hrs.
Tugs:	2 (grade II)	**Tugs:**	2 (grade II)
Remarks:	Port side to.	**Remarks:**	
020	**Berthing** LOA: Max 150m	021	**Unberthing** LOA: Max 150m
Draft:	Max. 10m (min 10% UKC)	**Draft:**	Max. 10m (min 10% UKC)
Time:	24 hrs.	**Time:**	24 hrs.
Tugs:	2	**Tugs:**	2
Remarks:	Port side to.	**Remarks:**	
030	**Berthing** LOA: Max 184m	031	**Unberthing** LOA: Max 184m
Draft:	Max. 12m (min 10% UKC)	**Draft:**	Max. 12m (min 10% UKC)
Time:	24 hrs.	**Time:**	24 hrs.
Tugs:	2. If Draft>10m 1 GI est.	**Tugs:**	2
Remarks:	Port side to.	**Remarks:**	
040	**Berthing** LOA: Max 220m	041	**Unberthing** LOA: Max 220m
Draft:	Max. 13m (min 10% UKC)	**Draft:**	Max. 13m (min 10% UKC)
Time:	Draft≤10m 24hrs. Draft>10m, D&N HW-1 to HW+1 & D&N LW to LW+1	**Time:**	24 hrs.
Tugs:	3 incl. 1 GI est.	**Tugs:**	2
Remarks:	Day 1 pilot, Night 2 pilots. Berthing at LW to LW+1 : 2 pilots. Port side to.	**Remarks:**	
050	**Berthing** LOA: Max 250m	051	**Unberthing** LOA: Max 250m
Draft:	Max. 14m (min 10% UKC)	**Draft:**	Max. 14m (min 10% UKC)
Time:	D&N HW-1 to HW+1 & D&N LW to LW+1	**Time:**	24 hrs.
Tugs:	4 incl. 1 GI est. If Draft<13m 3 incl. 1 GI est.	Tugs:	2
Remarks:	2 pilots. Port side to.	**Remarks:**	

General Remarks: Thrusters not considered for berthing/unberthing.

Location : SINOPEC-A **Sinopec T/Y main berth (A)**

010	**Berthing** LOA: Max 120m	011	**Unberthing** LOA: Max 120m
Draft:	Max. 8m (min 10% UKC)	**Draft:**	Max. 8m (min 10% UKC)
Time:	24 hrs.	**Time:**	24 hrs.
Tugs:	2 (grade II)	**Tugs:**	2 (grade II)
Remarks:	Port side to.	**Remarks:**	
020	**Berthing** LOA: Max 150m	021	**Unberthing** LOA: Max 150m
Draft:	Max. 10m (min 10% UKC)	**Draft:**	Max. 10m (min 10% UKC)
Time:	24 hrs.	**Time:**	24 hrs.
Tugs:	2	**Tugs:**	2
Remarks:	Port side to.	**Remarks:**	
030	**Berthing** LOA: Max 184m	031	**Unberthing** LOA: Max 184m
Draft:	Max. 12m (min 10% UKC)	**Draft:**	Max. 12m (min 10% UKC)
Time:	24 hrs.	**Time:**	24 hrs.
Tugs:	2. If Draft>10m 1 GI est.	**Tugs:**	2
Remarks:	Port side to.	**Remarks:**	
040	**Berthing** LOA: Max 220m	041	**Unberthing** LOA: Max 220m
Draft:	Max. 13m (min 10% UKC)	**Draft:**	Max. 13m (min 10% UKC)
Time:	Draft≤10m 24hrs. Draft>10m, D&N HW-1 to HW+1 & D&N LW to LW+1	**Time:**	24 hrs.
Tugs:	3 incl. 1 GI est.	**Tugs:**	2
Remarks:	Day 1 pilot, Night 2 pilots. Berthing at LW to LW+1 : 2 pilots. Port side to.	**Remarks:**	
050	**Berthing** LOA: Max 250m	051	**Unberthing** LOA: Max 250m
Draft:	Max. 14m (min 10% UKC)	**Draft:**	Max. 14m (min 10% UKC)
Time:	D&N HW-1 to HW+1 & D&N LW to LW+1	**Time:**	24 hrs.
Tugs:	4 incl. 1 GI est. If Draft<13m 3 incl. 1 GI est.	**Tugs:**	2
Remarks:	2 pilots. Port side to.	**Remarks:**	

General Remarks: Thrusters not considered for berthing/unberthing.

Berthing Guidelines *PAC endorsed on 7 July 1999*

Location : CRC-B **China Resources T/Y west berth (B)**

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

Item 7(b)

Berthing Guidelines *Pending*

Location : SINOPEC-B **Sinopec T/Y west berth (B)**

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

Location : CRC-C **China Resources T/Y east berth (C)**

010	**Berthing**	LOA: Max 90m	
Draft:	Max. 6.5m (min 10% UKC)		
Time:	D&N HW-1.5 to HW+1.5 & D&N LW-1 to LW+1.5		
Tugs:	2 (grade II)		
Remarks:	Port side to.		

011	**Unberthing**	LOA: Max 90m	
Draft:	Max. 6.5m (min 10% UKC)		
Time:	24 hrs.		
Tugs:	2 (grade II)		
Remarks:			

Item 7(c)

Location : SINOPEC-C **Sinopec T/Y east berth (C)**

010	**Berthing**	LOA: Max 90m	
Draft:	Max. 6.5m (min 10% UKC)		
Time:	D&N HW-1.5 to HW+1.5 & D&N LW-1 to LW+1.5		
Tugs:	2 (grade II)		
Remarks:	Port side to.		

011	**Unberthing**	LOA: Max 90m	
Draft:	Max. 6.5m (min 10% UKC)		
Time:	24 hrs.		
Tugs:	2 (grade II)		
Remarks:			

Berthing Guidelines *PAC endorsed on 7 July 1999*

Location : CRC-CW **China Resources 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:**		

Item 7(d)

Berthing Guidelines *Pending*

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:**		

Berthing Guidelines *PAC endorsed on 7 July 1999*

Location : CRC3-TY **China Resources T/Y No. 3 berth**

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

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

Item 7(e)

Berthing Guidelines ***Pending***

Location : SINOPEC3-TY **Sinopec T/Y No. 3 berth**

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

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

Item 8

Berthing Guidelines ***Pending***

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

010	**Berthing**	LOA: Max 150m	011	**Unberthing**	LOA: Max 150m
Draft:	Max. 8.6m with pontoon (min 10% UKC)		**Draft:**	Max. 8.6m with pontoon (min 10% UKC)	
Time:	D&N HW-1 to HW+2 & D&N LW+1 to LW+2		**Time:**	24 hrs.	
Tugs:	2		**Tugs:**	2	
Remarks:	See General Remarks		**Remarks:**	See General Remarks	

020	**Berthing**	LOA: Max 165m	021	**Unberthing**	LOA: Max 165m
Draft:	Max. 8.6m with pontoon (min 10% UKC)		**Draft:**	Max. 8.6m with pontoon (min 10% UKC)	
Time:	D&N HW to HW+1 & D&N LW+2		**Time:**	24 hrs.	
Tugs:	2		**Tugs:**	2	
Remarks:	See General Remarks		**Remarks:**	See General 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*

Location : KC1,2,3,5 **Kwai Chung berth 1, 2, 3 & 5**

(Declared Depth 14.0m)

010	**Berthing** LOA: Max 130m	011	**Unberthing** LOA: Max 130m
Draft:	Max. 14.0m + tide – 10%UKC	**Draft:**	Max. 14.0m + tide – 10%UKC
Time:	24 hrs.	**Time:**	24 hrs.
Tugs:	1. If D>8m 2.	**Tugs:**	1. If no anchor down 2.
Remarks:	Ro-Ro vessel 2 tugs if adverse weather.	**Remarks:**	Ro-Ro vessel 2 tugs if adverse weather.
020	**Berthing** LOA: Max 230m	021	**Unberthing** LOA: Max 230m
Draft:	Max. 14.0m + tide – 10%UKC	**Draft:**	Max. 14.0m + tide – 10%UKC
Time:	24 hrs.	**Time:**	24 hrs.
Tugs:	2	**Tugs:**	2
Remarks:		**Remarks:**	
030	**Berthing** LOA: Max 270m	031	**Unberthing** LOA: Max 270m
Draft:	Max. 14.0m + tide – 10%UKC	**Draft:**	Max. 14.0m + tide – 10%UKC
Time:	24 hrs.	**Time:**	24 hrs.
Tugs:	2 incl. 1 GI est. if no bow thruster. 1 if bow & stern thrusters fitted.	**Tugs:**	2. 1 if bow & stern thrusters fitted.
Remarks:		**Remarks:**	
040	**Berthing** LOA: Max 367m	041	**Unberthing** LOA: Max 367m
Draft:	Max. 14.0m + tide – 10%UKC	**Draft:**	Max. 14.0m + 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.	**Tugs:**	2. 1 if bow & stern thrusters fitted.
Remarks:		**Remarks:**	
050	**Berthing** LOA: Max 410m	051	**Unberthing** LOA: Max 410m
Draft:	Max. 14.0m + tide – 10% UKC	**Draft:**	Max. 14.0m + tide – 10% UKC
Time:	24 hrs.	**Time:**	24 hrs.
Tugs:	3 incl. 1 GI est. if no bow thruster. 2 if bow & stern thrusters fitted.	**Tugs:**	3. 2 if bow & stern thrusters fitted.
Remarks:		**Remarks:**	

General Remarks:

- Please see Chapter 4(1) Berthing Remarks for Kwai Chung Terminals.
- Vessels intending to sail or arrive with draft exceeding 15.0m should inform VTC & HK Pilots in ample time for consideration.
- KC1, 2 & 3 – Berth Length 305m each, except KC5 - 457m.

Item 9

Berthing Guidelines ***Pending***

Location : KC1,2,3,5 **Kwai Chung berth 1, 2, 3 & 5**

(Declared Depth 14.0m)

010	**Berthing** LOA: Max 130m	011	**Unberthing** LOA: Max 130m
Draft:	Max. 14.0m + tide – 10%UKC	**Draft:**	Max. 14.0m + tide – 10%UKC
Time:	24 hrs.	**Time:**	24 hrs.
Tugs:	1. 2 if D>8m.	**Tugs:**	1. 2 if no anchor down.
Remarks:	Ro-Ro vessel 2 tugs if adverse weather.	**Remarks:**	Ro-Ro vessel 2 tugs if adverse weather.
020	**Berthing** LOA: Max 230m	021	**Unberthing** LOA: Max 230m
Draft:	Max. 14.0m + tide – 10%UKC	**Draft:**	Max. 14.0m + tide – 10%UKC
Time:	24 hrs.	**Time:**	24 hrs.
Tugs:	2	**Tugs:**	2
Remarks:		**Remarks:**	
030	**Berthing** LOA: Max 270m	031	**Unberthing** LOA: Max 270m
Draft:	Max. 14.0m + tide – 10%UKC	**Draft:**	Max. 14.0m + tide – 10%UKC
Time:	24 hrs.	**Time:**	24 hrs.
Tugs:	2 incl. 1 GI est. if no bow thruster. 1 if bow & stern thrusters fitted.	**Tugs:**	2. 1 if bow & stern thrusters fitted.
Remarks:		**Remarks:**	
040	**Berthing** LOA: Max 340m	041	**Unberthing** LOA: Max 340m
Draft:	Max. 14.0m + tide – 10%UKC	**Draft:**	Max. 14.0m + 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.	**Tugs:**	2. 1 if bow & stern thrusters fitted.
Remarks:		**Remarks:**	
050	**Berthing** LOA: Max 410m	051	**Unberthing** LOA: Max 410m
Draft:	Max. 14.0m + tide – 10% UKC	**Draft:**	Max. 14.0m + tide – 10% UKC
Time:	24 hrs.	**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.	**Tugs:**	3. 2 if bow & stern thrusters fitted.
Remarks:		**Remarks:**	

General Remarks:

1. Please see Chapter 4(1) Berthing Remarks for Kwai Chung Terminals.
2. Vessels intending to sail or arrive with draft exceeding 15.0m should inform VTC & HK Pilots in ample time for consideration.
3. KC1, 2 & 3 – Berth Length 305m each, except KC5 - 457m.

Location : KC4 **Kwai Chung berth 4**

(Declared Depth 14.2m)

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

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

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

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

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

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

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

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

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

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

General Remarks:

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

Location : KC4 **Kwai Chung berth 4**

(Declared Depth 14.2m)

010	**Berthing**	LOA: Max 130m	
Draft:	Max. 14.2m + tide – 10%UKC		
Time:	24 hrs.		
Tugs:	1. 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	**Berthing**	LOA: Max 230m	
Draft:	Max. 14.2m + tide – 10%UKC		
Time:	24 hrs.		
Tugs:	2		
Remarks:			

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

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

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

040	**Berthing**	LOA: Max 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:			

041	**Unberthing**	LOA: Max 340m	
Draft:	Max. 14.2m + tide – 10%UKC		
Time:	24 hrs.		
Tugs:	2. 1 if bow & stern thrusters fitted.		
Remarks:			

050	**Berthing**	LOA: Max 410m	
Draft:	Max. 14.2m + tide – 10% UKC		
Time:	24 hrs.		
Tugs:	3 incl. 1 GI est. if no bow thruster. 2 if bow & stern thrusters fitted. D>12.5m, 4 incl. 1 GI est. if no bow thruster.		
Remarks:			

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

General Remarks:

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

Berthing Guidelines *PAC endorsed on 14 December 2006*

Location : KC6 **Kwai Chung berth 6**

(Declared Depth 14.2m)

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

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

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

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

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

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

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

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

General Remarks:

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

Item 11

Berthing Guidelines ***Pending***

Location : KC6 **Kwai Chung berth 6**

(Declared Depth 14.2m)

010	**Berthing**	LOA: Max 130m	
Draft:	Max. 14.2m + tide – 10%UKC		
Time:	24 hrs.		
Tugs:	1. 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	**Berthing**	LOA: Max 230m	
Draft:	Max. 14.2m + tide – 10%UKC		
Time:	24 hrs.		
Tugs:	2		
Remarks:			

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

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

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

040	**Berthing**	LOA: Max 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:			

041	**Unberthing**	LOA: Max 340m	
Draft:	Max. 14.2m + tide – 10%UKC		
Time:	24 hrs.		
Tugs:	2. 1 if bow & stern thrusters fitted.		
Remarks:			

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		

051	**Unberthing**	LOA: Max 350m	
Draft:	Max. 14.2m + tide – 10%UKC		
Time:	24 hrs.		
Tugs:	3. 2 if bow & stern thrusters fitted.		
Remarks:			

General Remarks:

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

Berthing Guidelines *PAC endorsed on 14 December 2006*

Location : KC7 **Kwai Chung berth 7**

(Declared Depth 15.5m)

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

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

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

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

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

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

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

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

General Remarks:

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

Item 12

Berthing Guidelines ***Pending***

Location : KC7 **Kwai Chung berth 7**

(Declared Depth 15.5m)

010	**Berthing**	LOA: Max 130m	
Draft:	Max. 15.0m + tide – 10%UKC		
Time:	24 hrs.		
Tugs:	1. 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	**Berthing**	LOA: Max 230m	
Draft:	Max. 15.0m + tide – 10%UKC		
Time:	24 hrs.		
Tugs:	2		
Remarks:			

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

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

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

040	**Berthing**	LOA: Max 340m	
Draft:	Max. 15.0m + tide – 10%UKC		
Time:	24 hrs.		
Tugs:	3 incl. 1 GI est. if no bow thruster. 1 if bow & stern thrusters fitted.		
Remarks:			

041	**Unberthing**	LOA: Max 340m	
Draft:	Max. 15.0m + tide – 10%UKC		
Time:	24 hrs.		
Tugs:	2. 1 if bow & stern thrusters fitted.		
Remarks:			

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.		

051	**Unberthing**	LOA: Max 350m	
Draft:	Max. 15.0m + tide – 10%UKC		
Time:	24 hrs.		
Tugs:	3. 2 if bow & stern thrusters fitted.		
Remarks:			

General Remarks:

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

Berthing Guidelines *PAC endorsed on 16 February 2009*

Location : KC8,9 **Kwai Chung berth 8 & 9**

(Declared Depth 15.5m)

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

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

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

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

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

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

040 **Berthing** LOA: Max 367m
Draft: Max. 15.0m + tide – 10%UKC
Time: 24 hrs.
Tugs: 3 incl. 1 GI est. if no bow thruster.
1 if bow & stern thrusters fitted.
Remarks:

041 **Unberthing** LOA: Max 367m
Draft: Max. 15.0m + tide – 10%UKC
Time: 24 hrs.
Tugs: 2. 1 if bow & stern thrusters fitted.
Remarks:

050 **Berthing** LOA: Max 410m
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.
Remarks:

051 **Unberthing** LOA: Max 410m
Draft: Max. 15.0m + tide – 10% UKC
Time: 24 hrs.
Tugs: 3.
2 if bow & stern thrusters fitted.
Remarks:

General Remarks:

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

Item 13

Berthing Guidelines *Pending*

Location : KC8,9 **Kwai Chung berth 8 & 9**

(Declared Depth 15.5m)

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

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

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

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

040 **Berthing** LOA: Max 340m
Draft: Max. 15.0m + tide – 10%UKC
Time: 24 hrs.
Tugs: 3 incl. 1 GI est. if no bow thruster.
1 if bow & stern thrusters fitted.
Remarks:

041 **Unberthing** LOA: Max 340m
Draft: Max. 15.0m + tide – 10%UKC
Time: 24 hrs.
Tugs: 2.
1 if bow & stern thrusters fitted.
Remarks:

050 **Berthing** LOA: Max 410m
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:

051 **Unberthing** LOA: Max 410m
Draft: Max. 15.0m + tide – 10% UKC
Time: 24 hrs.
Tugs: 3.
2 if bow & stern thrusters fitted.
Remarks:

General Remarks:

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

Location : KC10-12 **Kwai Chung berth 10-12**

(Declared Depth 15.5m)

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

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

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

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

030	**Berthing**	LOA: Max 270m	
Draft:	Max. 15.0m + tide – 10%UKC		
Time:	24 hrs.		
Tugs:	2 incl. 1 GI est. if no bow thruster. 1 if bow & stern thrusters fitted.		
Remarks:	Stern in 3 tugs.		

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

040	**Berthing**	LOA: Max 367m	
Draft:	Max. 15.0m + tide – 10%UKC		
Time:	24 hrs.		
Tugs:	3 incl. 1 GI est. if no bow thruster. 1 if bow & stern thrusters fitted.		
Remarks:	Stern in 3 tugs.		

041	**Unberthing**	LOA: Max 367m	
Draft:	Max. 15.0m + tide – 10%UKC		
Time:	24 hrs.		
Tugs:	2. 1 if bow & stern thrusters fitted.		
Remarks:			

General Remarks:

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

Location : KC10-12 **Kwai Chung berth 10-12**

(Declared Depth 15.5m)

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

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

030	**Berthing**	LOA: Max 270m	
Draft:	Max. 15.0m + tide – 10%UKC		
Time:	24 hrs.		
Tugs:	2 incl. 1 GI est. if no bow thruster. 1 if bow & stern thrusters fitted.		
Remarks:	Stern in 3 tugs.		

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

040	**Berthing**	LOA: Max 340m	
Draft:	Max. 15.0m + tide – 10%UKC		
Time:	24 hrs.		
Tugs:	3 incl. 1 GI est. if no bow thruster. 1 if bow & stern thrusters fitted.		
Remarks:	Stern in 3 tugs.		

041	**Unberthing**	LOA: Max 340m	
Draft:	Max. 15.0m + tide – 10%UKC		
Time:	24 hrs.		
Tugs:	2. 1 if bow & stern thrusters fitted.		
Remarks:			

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.		

051	**Unberthing**	LOA: Max 367m	
Draft:	Max. 15.0m + tide – 10%UKC		
Time:	24 hrs.		
Tugs:	3. 2 if bow & stern thrusters fitted.		
Remarks:			

General Remarks:

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

Berthing Guidelines *PAC endorsed on 16 February 2009*

Location : KC13-14 **Kwai Chung berth 13-14**

(Declared Depth 15.5m)

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

General Remarks:

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

Berthing Guidelines ***Pending***

Location : KC13-14 **Kwai Chung berth 13-14**

(Declared Depth 15.5m)

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

General Remarks:

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

Location: KC15 **Kwai Chung berth 15**

(Declared Depth 15.5m)

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

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

020	**Berthing**	LOA: Max 183m	
Draft:	Max. 15.0m + tide – 10% UKC		
Time:	24 hrs.		
Tugs:	2.		
Remarks:	LOA >200m port side alongside		

021	**Unberthing**	LOA: Max 183m	
Draft:	Max. 15.0m + tide – 10% UKC		
Time:	24 hrs.		
Tugs:	2		
Remarks:			

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

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

040	**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:	Port side alongside		

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

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. 1.if bow & stern thrusters fitted.		
Remarks:	Port side alongside		

051	**Unberthing**	LOA: Max 367m	
Draft:	Max. 15.0m + tide – 10% UKC		
Time:	24 hrs.		
Tugs:	2 1. if bow & stern thrusters fitted.		
Remarks:			

060	**Berthing**	LOA: Max 410m	
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.		
Remarks:	Port side alongside		

061	**Unberthing**	LOA: Max 410m	
Draft:	Max. 15.0m + tide – 10% UKC		
Time:	24 hrs.		
Tugs:	3. 2 if bow & stern thrusters fitted.		
Remarks:			

General Remarks:

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

Item 16

Location: KC15 **Kwai Chung berth 15**

(Declared Depth 15.5m)

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

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

020	**Berthing**	LOA: Max 183m	
Draft:	Max. 15.0m + tide – 10% UKC		
Time:	24 hrs.		
Tugs:	2.		
Remarks:	LOA >200m port side alongside		

021	**Unberthing**	LOA: Max 183m	
Draft:	Max. 15.0m + tide – 10% UKC		
Time:	24 hrs.		
Tugs:	2		
Remarks:			

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

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

040	**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:	Port side alongside		

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

050	**Berthing**	LOA: Max 340m	
Draft:	Max. 15.0m + tide – 10% UKC		
Time:	24 hrs.		
Tugs:	3 incl. 1 GI est. if no bow thruster. 1 if bow & stern thrusters fitted.		
Remarks:	Port side alongside		

051	**Unberthing**	LOA: Max 340m	
Draft:	Max. 15.0m + tide – 10% UKC		
Time:	24 hrs.		
Tugs:	2. 1 if bow & stern thrusters fitted.		
Remarks:			

060	**Berthing**	LOA: Max 410m	
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:	Port side alongside		

061	**Unberthing**	LOA: Max 410m	
Draft:	Max. 15.0m + tide – 10% UKC		
Time:	24 hrs.		
Tugs:	3. 2 if bow & stern thrusters fitted.		
Remarks:			

General Remarks:

1. Please see Chapter 4(1) Berthing Remarks for Kwai Chung Terminals.
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 Chung berth 16-19**

(Declared Depth 15.5 m)

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

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

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

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

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

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

040	**Berthing**	LOA: Max 367m	
Draft:	Max. 15.0m + tide – 10% UKC		
Time:	24 hrs.		
Tugs:	3 incl. 1 GI est. if no bow thruster. 1 if bow & stern thrusters fitted.		
Remarks:			

041	**Unberthing**	LOA: Max 367m	
Draft:	Max. 15.0m + tide – 10% UKC		
Time:	24 hrs.		
Tugs:	2. 1 if bow & stern thrusters fitted.		
Remarks:			

050	**Berthing**	LOA: Max 410m	
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.		
Remarks:			

051	**Unberthing**	LOA: Max 410m	
Draft:	Max. 15.0m + tide – 10% UKC		
Time:	24 hrs.		
Tugs:	3. 2 if bow & stern thrusters fitted.		
Remarks:			

Remarks:

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

Item 17

Berthing Guidelines ***Pending***

Location: KC16-19 **Kwai Chung berth 16-19**

(Declared Depth 15.5 m)

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

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

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

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

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

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

040	**Berthing**	LOA: Max 340m	
Draft:	Max. 15.0m + tide – 10% UKC		
Time:	24 hrs.		
Tugs:	3 incl. 1 GI est. if no bow thruster. 1 if bow & stern thrusters fitted.		
Remarks:			

041	**Unberthing**	LOA: Max 340m	
Draft:	Max. 15.0m + tide – 10% UKC		
Time:	24 hrs.		
Tugs:	2. 1 if bow & stern thrusters fitted.		
Remarks:			

050	**Berthing**	LOA: Max 410m	
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:			

051	**Unberthing**	LOA: Max 410m	
Draft:	Max. 15.0m + tide – 10% UKC		
Time:	24 hrs.		
Tugs:	3. 2 if bow & stern thrusters fitted.		
Remarks:			

General Remarks:

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

ON TRIAL

Location : TSK - MHB **Tap Shek Kok Material Handling Berth**

010	**Berthing**	LOA: Max 120m	011	**Unberthing**	LOA: Max 120m
Draft:	Max. 8m (min 15% UKC)		**Draft:**	Max. 8m (min 15% UKC)	
Time:	Day light only Day LW+1 to HW+1 @ berth		**Time:**	Day light only	
Tugs:	2		**Tugs:**	2	
Remarks:	Starboard side to.		**Remarks:**		

Location : TSK - MHB **Tap Shek Kok Material Handling Berth**

010	**Berthing**	LOA: Max 120m	011	**Unberthing**	LOA: Max 120m
Draft:	Max. 8m (min 15% UKC)		**Draft:**	Max. 8m (min 15% UKC)	
Time:	Day light only Day LW+1 to HW+1 @ berth		**Time:**	Day light only	
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.

Location : URMPS/URMA

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

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

010 **N. bound** LOA: Max 183m
Draft: Max. 12m (min 15% UKC)
Time: 24 hrs.
Draft>10m subject to current condition @ Mawan
Tugs: 1 escort @ Mawan if Draft>10m.
Remarks:

011 **S. bound** LOA: Max 183m
Draft: Max. 12m (min 15% UKC)
Time: 24 hrs.
Draft>10m subject to current condition @ Mawan
Tugs: 1 escort @ Mawan if Draft>10m.
Remarks:

020 **N. bound** LOA: Max 198m
Draft: Max. 12.5m (min 15% UKC)
Time: Subject to current condition @ Mawan
Tugs: 1 escort @ Mawan for Mawan Transit
To URMA: +1 @ URMA if Draft>10m.
Remarks: Day: 1 pilot
Night: 2 pilots

021 **S. bound** LOA: Max 198m
Draft: Max. 12.5m (min 15% UKC)
Time: Subject to current condition @ Mawan
Tugs: 1 escort @ Mawan for Mawan Transit
From URMA: +1 @ URMA if Draft>10m.
Remarks: Day: 1 pilot
Night: 2 pilots

030 **N. bound** LOA: Max 230m
Draft: Max. 13m (min 15% UKC)
Time: Subject to current condition @ Mawan
Draft>12.5m day transit only
Tugs: 1 escort @ Mawan for Mawan Transit; for night transit 1 escort from Kellett buoy to UR 2 buoy if Draft> 9m
To URMA: +1 @ URMA if Draft>10m.
Remarks: 2 pilots.

031 **S. bound** LOA: Max 230m
Draft: Max. 13m (min 15% UKC)
Time: Subject to current condition @ Mawan
Draft>12.5m day transit only
Tugs: 1 escort @ Mawan for Mawan Transit; for night transit 1 escort from UR 2 buoy to Kellett buoy if Draft> 9m
From URMA: +1 @ URMA if Draft>10m.
Remarks: 2 pilots.

Location : URMPS/URMA

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

LOA≤230m : Restricted transit period @ Mawan = Current Against >2.5 knots / With >1.5 knots
LOA>230m ≤255m : Restricted transit period @ Mawan = Current Against >2.0 knots / With >1.0 knot
LOA>255m≤290m : 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.)

010 **N. bound** LOA: Max 183m
Draft: Max. 12m (min 15% UKC)
Time: 24 hrs.
Draft>10m subject to current condition @ Mawan
Tugs: 1 escort @ Mawan if Draft>10m.
Remarks:

011 **S. bound** LOA: Max 183m
Draft: Max. 12m (min 15% UKC)
Time: 24 hrs.
Draft>10m subject to current condition @ Mawan
Tugs: 1 escort @ Mawan if Draft>10m.
Remarks:

020 **N. bound** LOA: Max 198m
Draft: Max. 12.5m (min 15% UKC)
Time: Subject to current condition @ Mawan
Tugs: 1 escort @ Mawan for Mawan Transit
To URMA: +1 @ URMA if Draft>10m.
Remarks: Day: 1 pilot
Night: 2 pilots

021 **S. bound** LOA: Max 198m
Draft: Max. 12.5m (min 15% UKC)
Time: Subject to current condition @ Mawan
Tugs: 1 escort @ Mawan for Mawan Transit
From URMA: +1 @ URMA if Draft>10m.
Remarks: Day: 1 pilot
Night: 2 pilots

030 **N. bound** LOA: Max 230m
Draft: Max. 13m (min 15% UKC)
Time: Subject to current condition @ Mawan
Draft>12.5m day transit only
Tugs: 1 escort @ Mawan for Mawan Transit; for night transit 1 escort from Kellett buoy to UR 2 buoy if Draft> 9m
To URMA: +1 @ URMA if Draft>10m.
Remarks: 2 pilots.

031 **S. bound** LOA: Max 230m
Draft: Max. 13m (min 15% UKC)
Time: Subject to current condition @ Mawan
Draft>12.5m day transit only
Tugs: 1 escort @ Mawan for Mawan Transit; for night transit 1 escort from UR 2 buoy to Kellett buoy if Draft> 9m
From URMA: +1 @ URMA if Draft>10m.
Remarks: 2 pilots.

Location : URMPS/URMA *(cont'd)*

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

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

040 **N. bound** LOA: Max 255m
Draft: Max. 15m (min 15% UKC)
Time: Day light only
Subject to current condition @ Mawan
Tugs: 1 escort @ Mawan for Mawan Transit; from GI if Draft>10m.
To URMA: 1 escort for Mawan Transit +1 @ URMA; 1 escort from GI through to URMA if Draft>10m.
Remarks: 2 pilots.

041 **S. bound** LOA: Max 255m
Draft: Max. 15m (min 15% UKC)
Time: Day light only
Subject to current condition @ Mawan
Tugs: 1 escort @ Mawan for Mawan Transit.
From URMA: 1 escort Mawan Transit; from URMA if Draft>10m.
Remarks: 2 pilots.

050 **N. bound** LOA: Max 290m
Draft: Max. 16.8m (min 15% UKC)
Time: Day light only
Subject to current condition @ Mawan
Tugs: 1 escort from GI for Mawan Transit; +1 @ Mawan if Draft>14m.
To URMA: 1 escort from GI to URMA; +1 from Mawan to URMA if Draft>14m.
Remarks: 2 pilots.

051 **S. bound** LOA: Max 290m
Draft: Max. 16.8m (min 15% UKC)
Time: Day light only
Subject to current condition @ Mawan
Tugs: 1 escort @ Mawan for Mawan Transit; 2 if Draft>14m.
From URMA: 1 escort from URMA for Mawan Transit; +1 @ Mawan if Draft>14m.
Remarks: 2 pilots.

General Remarks:

- Thrusters not considered 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 shall obtain prior approval from VTC.
- For Mawan transit, escort tug is required for the waters between Kellett buoy and Ha Pang.

Location : URMPS/URMA

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

LOA≤230m : Restricted transit period @ Mawan = Current Against >2.5 knots / With >1.5 knots
LOA>230m ≤255m : Restricted transit period @ Mawan = Current Against >2.0 knots / With >1.0 knot
LOA>255m≤290m : 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
Draft: Max. 15m (min 15% UKC)
Time: Day light only
Subject to current condition @ Mawan
Tugs: Tug minimum 3600 HP each.
1 escort @ Mawan for Mawan Transit; from GI if Draft>10m.
To URMA: 1 escort for Mawan Transit +1 @ URMA; 1 escort from GI through to URMA if Draft>10m.
Remarks: 2 pilots.

041 **S. bound** LOA: Max 255m
Draft: Max. 15m (min 15% UKC)
Time: Day light only
Subject to current condition @ Mawan
Tugs: Tug minimum 3600 HP each.
1 escort @ Mawan for Mawan Transit.
From URMA: 1 escort Mawan Transit; from URMA if Draft>10m.
Remarks: 2 pilots.

050 **N. bound** LOA: Max 290m
Draft: Max. 16.8m (min 15% UKC)
Time: Day light only
Subject to current condition @ Mawan
Tugs: Tug minimum 3600 HP each.
1 escort from GI for Mawan Transit; +1 @ Mawan if Draft>14m.
To URMA: 1 escort from GI to URMA; +1 from Mawan to URMA if Draft>14m.
Remarks: 2 pilots.

051 **S. bound** LOA: Max 290m
Draft: Max. 16.8m (min 15% UKC)
Time: Day light only
Subject to current condition @ Mawan
Tugs: Tug minimum 3600 HP each.
1 escort @ Mawan for Mawan Transit; 2 if Draft>14m.
From URMA: 1 escort from URMA for Mawan Transit; +1 @ Mawan if Draft>14m.
Remarks: 2 pilots.

General Remarks:

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.

ON TRIAL

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

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

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

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

General Remarks:

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

ON TRIAL

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

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

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

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

General Remarks:

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. 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.

Berthing Guidelines *PAC endorsed on 12 April 2011*

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

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

010	**N. bound**	LOA: Max 215m
Draft:	Max. 12m (min. 15% UKC)	
Time:	24 hrs. Draft>10m subject to current condition @ Mawan	
Tugs:		
Remarks:	On trial with effect from 1 April 2011	

011	**S. bound**	LOA: Max 215m
Draft:	Max. 12m (min. 15% UKC)	
Time:	24 hrs. Draft>10m subject to current condition @ Mawan	
Tugs:		
Remarks:	On trial with effect from 1 April 2011	

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

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

030	**N. bound**	LOA: Max 250m
Draft:	Max. 13m (min. 15% UKC)	
Time:	Subject to current condition @ Mawan	
Tugs:	1 escort @ Mawan for Mawan Transit. To URMA: +1 @ URMA (tug @ URMA exempted for vessels with thrusters).	
Remarks:	2 pilots.	

031	**S. bound**	LOA: Max 250m
Draft:	Max. 13m (min. 15% UKC)	
Time:	Subject to current condition @ Mawan	
Tugs:	1 escort @ Mawan for Mawan Transit. From URMA: +1 @ URMA (tug @ URMA exempted for vessels with thrusters).	
Remarks:	2 pilots.	

040	**N. bound**	LOA: Max 280m
Draft:	Max. 13.5m (min. 15% UKC)	
Time:	Subject to current condition @ Mawan	
Tugs:	1 escort from Kellett buoy for Mawan Transit. To URMA: +1 @ URMA (tug @ URMA exempted for vessels with thrusters).	
Remarks:	2 pilots.	

041	**S. bound**	LOA: Max 280m
Draft:	Max. 13.5m (min. 15% UKC)	
Time:	Subject to current condition @ Mawan	
Tugs:	1 escort @ Mawan for Mawan Transit. From URMA: +1 @ URMA (tug @ URMA exempted for vessels with thrusters).	
Remarks:	2 pilots.	

050	**N. bound**	LOA: Max 310m
Draft:	Max. 14.5m (min. 15% UKC)	
Time:	Subject to current condition @ Mawan	
Tugs:	1 escort from Kellett buoy for Mawan Transit. To URMA: +1 @ URMA (tug @ URMA exempted for vessels with thrusters and Draft≤13.5m. Thrusters not considered if Draft>13.5m).	
Remarks:	2 pilots.	

051	**S. bound**	LOA: Max 310m
Draft:	Max. 14.5m (min. 15% UKC)	
Time:	Subject to current condition @ Mawan	
Tugs:	1 escort @ Mawan for Mawan Transit. From URMA: +1 @ URMA (tug @ URMA exempted for vessels with thrusters).	
Remarks:	2 pilots.	

Berthing Guidelines **Item 21**
Pending

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.)

010	**N. bound**	LOA: Max 200m
Draft:	Max. 10.0m (min. 15% UKC)	
Time:	24 hrs.	
Tugs:		
Remarks:		

011	**S. bound**	LOA: Max 200m
Draft:	Max. 10.0m (min. 15% UKC)	
Time:	24 hrs.	
Tugs:		
Remarks:		

020	**N. bound**	LOA: Max 230m
Draft:	Max. 12.5m (min. 15% UKC)	
Time:	Subject to current condition @ Mawan	
Tugs:		
Remarks:	On trial with effect from 1 February 2012	

021	**S. bound**	LOA: Max 230m
Draft:	Max. 12.5m (min. 15% UKC)	
Time:	Subject to current condition @ Mawan	
Tugs:		
Remarks:	On trial with effect from 1 February 2012	

030	**N. bound**	LOA: Max 250m
Draft:	Max. 13m (min. 15% UKC)	
Time:	Subject to current condition @ Mawan	
Tugs:	1 escort @ Mawan for Mawan Transit. To URMA: +1 @ URMA (tug @ URMA exempted for vessels with thrusters).	
Remarks:	2 pilots.	

031	**S. bound**	LOA: Max 250m
Draft:	Max. 13m (min. 15% UKC)	
Time:	Subject to current condition @ Mawan	
Tugs:	1 escort @ Mawan for Mawan Transit. From URMA: +1 @ URMA (tug @ URMA exempted for vessels with thrusters).	
Remarks:	2 pilots.	

040	**N. bound**	LOA: Max 280m
Draft:	Max. 13.5m (min. 15% UKC)	
Time:	Subject to current condition @ Mawan	
Tugs:	1 escort from Kellett buoy for Mawan Transit. To URMA: +1 @ URMA (tug @ URMA exempted for vessels with thrusters).	
Remarks:	2 pilots.	

041	**S. bound**	LOA: Max 280m
Draft:	Max. 13.5m (min. 15% UKC)	
Time:	Subject to current condition @ Mawan	
Tugs:	1 escort @ Mawan for Mawan Transit. From URMA: +1 @ URMA (tug @ URMA exempted for vessels with thrusters).	
Remarks:	2 pilots.	

050	**N. bound**	LOA: Max 310m
Draft:	Max. 14.5m (min. 15% UKC)	
Time:	Subject to current condition @ Mawan	
Tugs:	1 escort from Kellett buoy for Mawan Transit. To URMA: +1 @ URMA (tug @ URMA exempted for vessels with thrusters and Draft≤13.5m. Thrusters not considered if Draft>13.5m).	
Remarks:	2 pilots.	

051	**S. bound**	LOA: Max 310m
Draft:	Max. 14.5m (min. 15% UKC)	
Time:	Subject to current condition @ Mawan	
Tugs:	1 escort @ Mawan for Mawan Transit. From URMA: +1 @ URMA (tug @ URMA exempted for vessels with thrusters).	
Remarks:	2 pilots.	

Berthing Guidelines *PAC endorsed on 12 April 2011*

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

061	**S. bound**	LOA: Max 353m	
Draft:	Max. 15.5m (min. 15% UKC)		
Time:	Subject to current condition @ Mawan D>14.5m – 15.5m (see General Remarks 4a, 4b)		
Tugs:	1 escort @ Mawan for Mawan Transit. D>14.5m – 15.5m (see General remarks 4c)		
Remarks:	2 pilots. **See General Remarks**		

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

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

General Remarks:

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

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

061	**S. bound**	LOA: Max 353m	
Draft:	Max. 15.5m (min. 15% UKC)		
Time:	Subject to current condition @ Mawan D>14.5m - 15.5m, day light only.		
Tugs:	1 escort @ Mawan for Mawan Transit. D>14.5m - 15.5m, 2 escort @ Mawan for Mawan Transit.		
Remarks:	2 pilots. **See General Remarks**		

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

071	**S. bound**	LOA: Max 367m	
Draft:	Max. 15.5m (min. 15% UKC)		
Time:	Subject to current condition @ Mawan D>14.5m - 15.5m, day light only.		
Tugs:	1 escort @ Mawan for Mawan Transit. D>12.5m - 15.5m, 2 escort @ Mawan for Mawan Transit.		
Remarks:	2 pilots. **See General Remarks**		

General Remarks:

1. Vessels of LOA >310m are not permitted to anchor within the area between Ma Wan West and URMPS.
2. In case of special circumstances and conditions, when vessel of LOA >310m is required to anchor within the area between Ma Wan West and URMPS, she shall obtain prior approval from VTC and comply with the conditions required by VTC/MD.
3. Container vessel of LOA **>**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.