

PILOTAGE ADVISORY COMMITTEE

Proposed New Edition of Berthing Guidelines

Purpose

This paper seeks members' comments and endorsement on the proposed new edition of Berthing Guidelines ('BGL').

Proposed New Edition

2. The whole BGL has been reviewed in multiple preparation meetings held between Marine Department and the Hong Kong Pilots' Association in addition to three working group meetings held on 14 October, 11 November and 14 December, 2015. The objectives of the review are to –

- a. make the BGL more user-friendly with up-to-date information;
- b. take a uniform approach in format and presentation of information;
and
- c. re-organise the content so that related materials are linked together in the same chapter.

3. A proposed new edition of BGL is at *Annex I* with proposed changes marked up in red. For the existing BGL, inconsistencies across the syntax adopted by the entries were found in Chapter 12. The new edition has unified the syntax adopted by these entries. The proposed syntax is illustrated in *Annex II*.

4. The gist of proposed changes is as follows –

a. Chapter 1 Content

Expend to include a list of abbreviations used in the BGL.

b. Chapter 2 General

- (i) include descriptions on the purpose of the BGL; and

- (ii) expand to include useful information on general remarks, under-keel clearance, time of operation and Ma Wan transit tidal window.

c. Chapter 3 Berthing Remarks

- (i) re-organise from previous Chapter 4; and
- (ii) update and trim away duplicated information.

d. Chapter 4 Guidelines on Tug Requirements

A major revision to previous Chapter 3 with the following changes:

- (i) expand to include descriptions of the general requirements on tugs used for port operation; and
- (ii) while the demarcation on grades of tug remained unchanged, more detailed descriptions are included on the general applications of tugs currently listed in the BGL for container vessels, taking into consideration of the result of the tug simulation and views of tug operators;
- (iii) pool relevant information, such as number and grades of tugs required, substitution of tugs with thruster or azipod, from other chapters.

e. Chapter 5 Tug information

- (i) re-organise from previous Chapter 6 with information updated which included the listing of two new tugs (namely Hai Li and Hai Ming) and change of one of the operator's name to K-power Marine Group Co. Ltd.; and
- (ii) include general advice to owners/operators of tug on how to list their tugs in the BGL.

f. Chapter 6 Floating Docks information

Re-number from previous Chapter 7.

g. Chapter 7 Berth/Wharf/Terminal Information

Re-number from previous Chapter 8 with updated information.

h. Chapter 8 Government Mooring Buoy

Re-number from previous Chapter 11 with updated information.

i. Chapter 9 Tropical Cyclone (Typhoon) Procedure

No change.

j. Chapter 10 Miscellaneous

Updated information.

k. Chapter 11 List of Useful Contacts

Re-number from previous Chapter 5 with updated information.

l. Chapter 12 Berthing Guidelines

- (i) align to an uniform format in data presentation;
- (ii) trim away duplicated information with those contained in Chapters 1 to 11;
- (iii) align to an uniform syntax by removing unnecessary punctuation marks;
- (iv) amend minimum Under-Keel-Clearance for berths and anchorages in Castle Peak area to 15 % for safety reason as these berths are considered located at exposed area. This is in line with the general UKC requirement in paragraph 11 of chapter 2 (paragraph 4 of previous Chapter 4);
- (v) apply the general remark of “Thrusters are not considered for berthing/unberthing” to all oil and bulk terminals for uniformity and to reflect the current practice;
- (vi) “Day”, “Day light” and “night” are used to describe time of operation, differentiation between time at berth and time at Ma Wan was also made where necessary;
- (vii) in location KC-6, as agreed between pilots and terminal

operator in August 2015, the number of tugs for item 050 and 051 (LOA Max 340) is amended from 1 to 2 if bow and stern thrusters fitted, it is also restricted to berth port side to only;

(viii) in location KC-7, as agreed between pilots and terminal operator in August 2015, the number of tugs for item 050 and 051 (LOA Max 340) is amended from 1 to 2 if bow and stern thrusters fitted, it is also restricted to berth starboard side to only;

(ix) insert new BGL for KTCT berth no.2 and no.2 outer-foul;

(x) in location PAFF, added LOA>183m as parameter for escort tug at Ma Wan for item 030 and 031 and delete item 050 and 051 as no vessel of that size (LOA 230-280m) is expected; and

(xi) keep “On Trial” header on locations CHT, CLPTSK, EURO-1, EURO-2, EURO-3P, KC5, KC8-9 KC10W, KC13-14, KC16-19, KTCT-1, KTCT-2, KTCT-2/O-F, PAFF, RTT-4, RTT-5, URMPS/URMA and URMPS-C/URMA-C.

Presentation

5. MO/Pilotage, Mr. George Y.K. Tang, will present this paper and illustrate the proposed changes for members’ comments.

6. Subject to the comments and endorsement of the Pilotage Advisory Committee, a clean copy of the new edition would be prepared and uploaded to Marine Department web site at

<http://www.mardep.gov.hk/en/publication/pdf/berthguide.pdf> .

Pilotage Unit
Port Control Division
Marine Department
January 2016

Chapter 1**CONTENTS****1. Table of Contents**

Chapter	Description	Date of Endorsement
1	Table of Contents	Edition – 07 Jan. 2016
2	General	Edition – 07 Jan. 2016
3	Berthing Remarks	Edition – 07 Jan. 2016
4	Guidelines on Tug Requirements	Edition – 07 Jan. 2016
5	Tugs information	Edition – 07 Jan. 2016
6	Floating docks information	Edition – 07 Jan. 2016
7	Berth/wharf/terminal information	Edition – 07 Jan. 2016
8	Government mooring buoys	Edition – 07 Jan. 2016
9	Tropical Cyclone (Typhoon) procedure	Edition – 07 Jan. 2016
10	Miscellaneous	Edition – 07 Jan. 2016
11	List of Useful Contacts	Edition – 07 Jan. 2016
12	Berthing guidelines by Location Code	Edition – 07 Jan. 2016
13	Amendment log sheet	N/A

2. Index of Berthing Guidelines by Location Code

Code	Location	Date of Endorsement
ASB-JB	ASB Biodiesel Terminal	Edition – 07 Jan. 2016
BUOY	Government mooring buoy	Edition – 07 Jan. 2016
CCEMENT	China Cement Company (TSK)	Edition – 07 Jan. 2016
CFT	China ferry terminal	Edition – 07 Jan. 2016
CHT	Cruise Ship Transiting Central Harbour	Edition – 07 Jan. 2016
CLPTSK	China light power station (TSK)	Edition – 07 Jan. 2016
CMKEN-N	China Merchant Kennedy Town north berth	Edition – 07 Jan. 2016
CMKEN-S	China Merchant Kennedy Town south berth	Edition – 07 Jan. 2016
CVX	Chevron T/Y main berth	Edition – 07 Jan. 2016
CVX-5	Chevron T/Y No. 5 berth	Edition – 07 Jan. 2016
CVX-6A	Chevron T/Y No. 6A berth	Edition – 07 Jan. 2016
CVX-LPG	Chevron T/Y LPG berth	Edition – 07 Jan. 2016

Code	Location	Date of Endorsement
EMTY-E1	ExxonMobil T/Y east terminal berth 1	Edition – 07 Jan. 2016
EMTY-E4	ExxonMobil T/Y east terminal berth 4	Edition – 07 Jan. 2016
EMTY-W1	ExxonMobil T/Y west terminal berth 1	Edition – 07 Jan. 2016
EMTY-W2	ExxonMobil T/Y west terminal berth 2	Edition – 07 Jan. 2016
EURO-1	Euro-Asia berth 1	Edition – 07 Jan. 2016
EURO-2	Euro-Asia berth 2	Edition – 07 Jan. 2016
EURO-3P	Euro-Asia berth 3P	Edition – 07 Jan. 2016
HKELECT(N)	Lamma power station north wharf	Edition – 07 Jan. 2016
HKELECT(S)	Lamma power station south wharf	Edition – 07 Jan. 2016
JBDGA	Junk Bay DG anchorage	Edition – 07 Jan. 2016
KC1-2	Kwai Chung berth 1-2	Edition – 07 Jan. 2016
KC3	Kwai Chung berth 3	Edition – 07 Jan. 2016
KC4	Kwai Chung berth 4	Edition – 07 Jan. 2016
KC5	Kwai Chung berth 5	Edition – 07 Jan. 2016
KC6	Kwai Chung berth 6	Edition – 07 Jan. 2016
KC6/O-F	Kwai Chung berth 6 outer-foul	Edition – 07 Jan. 2016
KC7	Kwai Chung berth 7	Edition – 07 Jan. 2016
KC7/O-F	Kwai Chung berth 7 outer-foul	Edition – 07 Jan. 2016
KC8, 9	Kwai Chung berth 8 & 9	Edition – 07 Jan. 2016
KC10C, 10E	Kwai Chung berth 10C & 10E	Edition – 07 Jan. 2016
KC10W	Kwai Chung berth 10W	Edition – 07 Jan. 2016
KC11	Kwai Chung berth 11	Edition – 07 Jan. 2016
KC12	Kwai Chung berth 12	Edition – 07 Jan. 2016
KC13-14	Kwai Chung berth 13-14	Edition – 07 Jan. 2016
KC15	Kwai Chung berth 15	Edition – 07 Jan. 2016
KC16-19	Kwai Chung berth 16-19	Edition – 07 Jan. 2016
KC20	Kwai Chung berth 20	Edition – 07 Jan. 2016
KEL-1	Kellett Anchorage No. 1	Edition – 07 Jan. 2016
KEL-2	Kellett Anchorage No. 2	Edition – 07 Jan. 2016
KEL-3	Kellett Anchorage No. 3	Edition – 07 Jan. 2016
KTCT-1	Kai Tak Cruise Terminal berth 1	Edition – 07 Jan. 2016
KTCT-2	Kai Tak Cruise Terminal berth 2	Edition – 07 Jan. 2016
KTCT-2/O-F	Kai Tak Cruise Terminal berth 2 outer-foul	Edition – 07 Jan. 2016
KYCA	Kau Yi Chau DG anchorage	Edition – 07 Jan. 2016

Code	Location	Date of Endorsement
LOP	Lok On Pai oil berth	Edition – 07 Jan. 2016
MFT	Macau ferry terminal	Edition – 07 Jan. 2016
MWA	Ma Wan anchorage	Edition – 07 Jan. 2016
NLA	North Lamma anchorage	Edition – 07 Jan. 2016
NWLA	North West Lamma anchorage	Edition – 07 Jan. 2016
OTN	Ocean Terminal north berth	Edition – 07 Jan. 2016
OTN/O-F	Ocean Terminal north berth outer-foul	Edition – 07 Jan. 2016
OTS	Ocean Terminal south berth	Edition – 07 Jan. 2016
OTS/O-F	Ocean Terminal south berth outer-foul	Edition – 07 Jan. 2016
PAFF	Permanent Aviation Fuel Facility	Edition – 07 Jan. 2016
PSSA-E	Pun Shan Shek anchorage east	Edition – 07 Jan. 2016
PSSA-W	Pun Shan Shek anchorage west	Edition – 07 Jan. 2016
RDGA	Reserved dangerous goods anchorage	Edition – 07 Jan. 2016
RTT-1	River Trade Terminal No.1 berth	Edition – 07 Jan. 2016
RTT-2	River Trade Terminal No.2 berth	Edition – 07 Jan. 2016
RTT-4	River Trade Terminal No.4 berth	Edition – 07 Jan. 2016
RTT-5	River Trade Terminal No.5 berth	Edition – 07 Jan. 2016
SEATRIAL	Sea trial, compass adjustment & equipment calibration	Edition – 07 Jan. 2016
SHACHAU	Sha Chau oil terminal (TSK)	Edition – 07 Jan. 2016
SHELL	Shell oil terminal main berth	Edition – 07 Jan. 2016
SHELL-1E	Shell No. 1 east & west berth	Edition – 07 Jan. 2016
SHELL-2E	Shell No. 2 & 3 east & west berth	Edition – 07 Jan. 2016
SHELL-LPG	Shell oil terminal LPG berth	Edition – 07 Jan. 2016
SINO-A	Sinopec T/Y main berth (A)	Edition – 07 Jan. 2016
SINO-B	Sinopec T/Y west berth (B)	Edition – 07 Jan. 2016
SINO-C	Sinopec T/Y east berth (C)	Edition – 07 Jan. 2016
SINO-CW	Sinopec Chai Wan berth	Edition – 07 Jan. 2016
SINO-3	Sinopec T/Y No. 3 berth	Edition – 07 Jan. 2016
SLA	Anchorage South of Lamma Island	Edition – 07 Jan. 2016
SSK-1	Sham Shui Kok Anchorage No. 1	Edition – 07 Jan. 2016
SSK-2	Sham Shui Kok Anchorage No. 2	Edition – 07 Jan. 2016
SWSTL	Shiu Wing steel wharf (TSK)	Edition – 07 Jan. 2016

Code	Location	Date of Endorsement
THA	Tolo harbour anchorage	Edition – 07 Jan. 2016
TOW	Ship under tow	Edition – 07 Jan. 2016
TOW-BERTH	Ship under tow to/from berth	Edition – 07 Jan. 2016
TPGAS	Tolo harbour Town Gas wharf	Edition – 07 Jan. 2016
TSK-MHB	Tap Shek Kok Material Handling Berth	Edition – 07 Jan. 2016
TYD	Floating docks west of T/Y Island	Edition – 07 Jan. 2016
URMPS/URMA	Transit Mawan – Bulker & Tanker (All vessels other than passenger & container ship)	Edition – 07 Jan. 2016
URMPS-C/ URMA-C	Transit Mawan – Passenger & Container ship	Edition – 07 Jan. 2016
WA-1	Western anchorage No.1	Edition – 07 Jan. 2016
WA-2	Western anchorage No.2	Edition – 07 Jan. 2016
WA-3	Western anchorage No.3	Edition – 07 Jan. 2016
WQA	Western quarantine anchorage	Edition – 07 Jan. 2016
YMTA	Yau Ma Tei anchorage	Edition – 07 Jan. 2016
YUENFAT	Yuen Fat wharf No.2 berth	Edition – 07 Jan. 2016

3. List of Abbreviations

<	smaller than	incl	including
>	greater than	KC	Kwai Chung
≤	smaller than or equal to	L	Length
≥	greater than or equal to	LOA	Length Overall
&	and	LW	Low Water
/	or	LW+2	2 hours after Low Water
@	at	LW-1	1 hour before Low Water
BGL	Berthing Guidelines	LYM	Lei Yue Mun
BP	Bollard Pull	m	metre
ch.	Channel	Max	maximum
D / Draft	Draught	min	minimum
D&N	Day and Night	MO	Marine Officer
F/D	Floating Dock	PAC	Pilotage Advisory Committee
GI	Green Island	POB	Pilot on Board
GM	Metacentric Height	UKC	Under Keel Clearance
HKPA	Hong Kong Pilots' Association	VHF	Very High Frequency
HoT	Height of Tide	VTC	Vessel Traffic Centre
HP	Horse Power	SG	Specific Gravity
hrs	hours	TPC	Tonnes Per Centimetre
HW	High Water	TCS4	Buoy TCS4 in Tattong Channel
HW+1	1 hour after High Water		
HW-2	2 hours before High Water		

Chapter 2

GENERAL

Purposes of Berthing Guidelines

1. The Berthing Guidelines (BGL) provides guidance on the efficient provision of pilotage services.
2. The BGL is a reference for all port users requiring pilotage services. In order to expedite the arrangement of operation involving pilotage, the BGL set out the agreed operational parameters and measures which were endorsed by the Pilotage Advisory Committee (PAC). Owners, operators and agents of ships are encouraged to disseminate relevant information contained in this BGL to their masters of ships.
3. For operations which are not contained in the BGL, it should be discussed among relevant parties, such as VTC and HKPA, on a need basis subject to case by case merits.

Amendments to BGL

4. Proposed amendment should be addressed to PAC (attention: MO Pilotage, see Chapter 11 for contact information) and HKPA for discussion and consideration.

General Remarks

5. These guidelines should be construed as the operations to be performed and conducted under normal conditions with due regards to weather, ship maneuverability, sea and swell etc.
6. The working parameters required and the number of tugs deployed are based on the experience gained by pilot members in normal weather, sea and swell, and ship's manoeuvring conditions; and are deemed to be the minimum requirements. Subjected to the prevailing circumstances and working parameters; the pilot may, in order to maintain adequate safety margin, at his discretion amend any requirements therein. Any additional tug in excess of the said requirement as required by the master and/or ship's operators to further enhance the safety is encouraged.
7. Any berthing movement which does not fully meet with the parameters set out in the guidelines endorsed by the PAC, but not compromising the safety of the operation, should have the agreement from the Duty Pilot and/or one of the Executive Directors of the HKPA. HKPA would be responsible for coordinating with all the parties involved.
8. For vessel moving to and/or from a buoy, the working pilot may take a passage at the time he considers to be the best and safest route for such vessel.
9. When any special circumstance of the case arises, e.g. adverse weather, No.3 or above tropical cyclone (typhoon) warning signal is issued, boisterous sea and swell, different pilot embarking and disembarking areas, hampered vessels or vessels with special construction or characteristics, etc., special requirements for tugs, working condition, servicing time, etc. need to be further consulted.

10. In emergency or as the situation warrants, these Guidelines are subject to change at short notice.

Under-Keel Clearance (UKC)

11. An UKC of 15% of the vessel's deepest draught is required for any exposed waterways and anchorages including East Lamma Channel, West Lamma Channel, Western Fairway, Ma Wan Fairway, Urmston Road and Tathong Channel.
12. An UKC of 10% of the vessel's deepest draught is required in sheltered fairways, harbour passage, maneuvering basins and approaches to berths and anchorages.
13. To ensure safe navigation, the required UKC must be maintained throughout the entire transit and/or berthing/unberthing operation in all tidal conditions. The height of tide (HoT) to be used for calculating the maximum allowable draft should be the lowest within the 2 hours period during the whole operation.
14. Ample margin must be allowed for the following when calculating the effective UKC. The required UKC is allowed for various factors, including but not limited to the following:
 - (a) Listing due to e.g. inadequate GM (Vessel Tender);
 - (b) Delay of berthing/unberthing due to delayed schedule, traffic congestion, weather etc. particularly on a falling tide; and
 - (c) Squat.
15. Caution: Owners or masters of vessels should consider lightening their vessels to avoid touching bottom due to insufficient UKC.

Time of Operation

16. Time of operation may be imposed as day, night or day light only as follow:-
 - (a) Day - from sunrise to sunset;
 - (b) Night - from sunset to sunrise; and
 - (c) Day Light - 30 minutes before sunrise to 30 minutes after sunset.

Ma Wan Transit Tidal Window

17. For operations requiring the transit through the Ma Wan Fairway, reference shall be made to the transit periods for the type and size of the vessel concerned as published by the Hydrographic Office and can be found in their web-site (<http://www.hydro.gov.hk/eng/transit.php>).

Chapter 3

BERTHING REMARKS

Fore and Aft Clearance

1. Sufficient fore-and-aft clearances should be allowed for during berthing and unberthing operations. Good liaison should be maintained among all concerned parties for vessels required to ‘wedge-in’ and ‘wedge-out’ to ensure ample and safe fore-and-aft clearances are achieved. The following table shall be used to determine the clearances required for Kwai Chung Terminals:

<u>Vessel's LOA</u>	<u>Minimum Clearance at Each End</u>
>370m	35 metres
> 300m to ≤370m	25 metres
> 200m to ≤300m	20 metres
≤ 200	15 metres

Note 1	: A mooring rope serving as back spring is needed to be in place on the appropriate bollard of the berth before the vessel is closing in and reaches a position which is about half ship breadth from the outer-side of the vessels secured at the adjacent berths. Under adverse weather conditions, such as when wind speed is above 21 knots, additional tug(s) may be called for with the consent of the Master.
Note 2	: At the western most of KC5, KC6, KC7, KC10 and KC14, the southern most of KC4 and KC9, the northern most of KC8 and any other berth with one end open, a minimum clearance of 5 metres less than those specified in the above table would be acceptable at the end adjacent to the berth occupied by other ships, but in no circumstances should a clearance be less than 15 metres.
Note 3	: When a vessel is required to berth alongside in a reverse direction to its approach (i.e. stern in approach), such as the cases like portside alongside to KC1, KC2, KC3, KC4, KC7, KC11, KC12, KC13 & KC14 and starboard side alongside to KC6 & KC10 & KC15-20, an additional 5m clearance at both ends, more than those specified in the table above should be allowed, but it needs not be more than 25 metres for LOA≤370m, or 35 metres for LOA >370m.
Note 4	: During typhoons and when visibility is less than 3 cables, terminal operators should endeavour to arrange the fore-and-aft clearance of not less than 25 metres for LOA≤370m, or 35 metres for LOA >370m.
Note 5	: Notwithstanding the requirements specified, Kwai Chung terminal operators should endeavour to arrange a clearance of not less than 25 metres as far as possible. For vessels of LOA>370m, 35 metres are required.

2. Berthing of ships with LOA exceeding berth length requires an extra length of quay front from adjacent berth(s). Irrespective of the ship's length, a clearance of not less than 25 metres shall be maintained at the corner between berth KC1 and KC5; at the eastern most of KC6, KC7, KC10 and KC11. For vessels of LOA>370m, 35 metres are required.

Depth of Berths

3. The depths of berths provided in these guidelines are as declared by the berth operators. Close liaison among the ships agent, berth operators and pilots should be maintained at all times to ensure sufficient depth for berthing and unberthing of the vessels.
4. Declared Depths at Kwai Chung Berths: (KC basin maintained depth 15.0m)

Berth No.	Depth at berth*	Max. Sailing or Arrival Draft at KC Basin
KC 1,2,3	14.0m	14.0m + HoT – 10% UKC
KC 5	15.5m	15.0m + HoT – 10% UKC
KC 4 & 6	14.2m	14.2m + HoT – 10% UKC
KC 7	15.5m	15.0m + HoT – 10% UKC
KC 8 & 9	15.5m	15.0m + HoT – 10% UKC
KC 10 -14	15.5m	15.0m + HoT – 10% UKC
KC 15 - 20	15.5m	15.0m + HoT – 10% UKC

*Remarks:

- (a) Depth at berths (50m from berth to seaward) were declared and maintained by terminal operators and may subject to change. Masters, agents & operators are cautioned to check with terminal operator for updated information.
- (b) Vessels intending to sail or arrive with draft exceeding **15.0m** should submit the following information to HKPA in ample time for consideration as required.
 - i. Water density used for calculating the declared draft;
 - ii. Draft at water density SG 1.017;
 - iii. TPC (tonnes per centimetre);
 - iv. Estimated GM at sailing;
 - v. Squat Table; and
 - vi. Heeling Table.

Chapter 4 GUIDELINES ON TUG REQUIREMENTS

Tugs Used for Port Operations – General Requirements

1. Tugs used for port operations should meet the following requirements :

- (a) Locally licensed and properly manned;
- (b) Fitted with VHF radio;
- (c) Fitted with AIS transponder;
- (d) Fitted with twin screw/propulsion preferably with azimuth propellers;
- (e) With adequate power and bollard pull; and
- (f) Tug master be able to communicate with pilot(s) effectively.

(New tug for listing must meet with these general requirements. Existing tugs with single screw will be allowed to remain on list in chapter 5 but will not be used for berthing and unberthing.)

Grades of Tug

2. Tugs mentioned in these guidelines are categorized in two grades, i.e. grade II of lesser power (with at least 1248 HP) and grade I of higher power (with at least 2600 HP). The table below illustrates the general application of tugs currently listed in the BGL for container vessels. For tug requirements concerning bulker and tanker vessels, see paragraph 7 below and relevant BGL for the specific berth.

Grade	Power (HP)	Bollard Pull (BP)	General Application For Container Vessels
I	≥5,000	≥62	LOA > 350m*
	≥4,000	≥52	LOA>300m or Draft >12.5m
	≥3,600	≥50	LOA>300m or Draft>12.5m
	≥3,200	≥42	LOA≤300m and Draft≤12.5m
	≥3,000	≥38	LOA≤300m and Draft≤12.5m
	≥2,600	≥35	LOA≤200m
II	≥1,200	≥18	Not applicable

Note* at least one of the attending tugs should be of 5000HP or more.

Tugs Information

3. A list of tugs suitable for port operations is at Chapter 5 for reference. New tugs for listing shall meet with the specifications above. Owners/Operators of new tugs should contact the Pilotage Advisory Committee (attention:- MO Pilotage, see Chapter 11 for contact information) for enquiry on listing their tugs in Chapter 5 for reference.

Number and Grades of Tugs Required

4. The number of tugs deployed and the working parameters required are based on the experience gained by pilot members in normal weather, sea and swell, and ship's manoeuvring conditions; and are deemed to be the minimum requirements. Subjected to the prevailing circumstances and working parameters; the pilot may, in order to maintain adequate safety margin, at his discretion amend any requirements therein. Any additional tug in excess of the said requirement as required by the Master and/or ship's operators to further enhance the safety is encouraged.
5. The grade of tug required in these guidelines will be Grade I unless specified otherwise.
6. When two or more Grade II tugs are stipulated in the Berthing Guidelines, they should not be replaced by one Grade I tug. The requirement on the number of tugs under this BGL shall remain unchanged.
7. 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 3,600 HP each. Detailed requirements of tug are contained in each relevant BGL.

Transverse Thruster(s)

8. Transverse thruster(s) in good working condition may be accepted to substitute for one tug. Transverse thruster with under-power will not be considered as equivalent to one tug. Transverse thruster(s) shall meet with conditions stipulated below,
 - (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.
- (e) The thruster power required for different length overall are as follow:-

Vessel's Length Overall	Actual minimum Horse Power	Actual minimum Kilo Watts
≤130m	600	447
>130 to ≤170m	800	597
>170m to ≤200m	1000	746
>200m to ≤230m	1500	1119
>230m to ≤270m	2000	1491
>270m to ≤300m	2500	1864
>300m to ≤340m	3000	2237
>340m to ≤370m	3500	2610
>370m to ≤400m	4000	2983

- (f) Master should consider pilot's recommendation to use tug even the above conditions are met, especially in adverse weather or confined maneuvering area.
- (g) Depending on circumstances, thrusters may not be considered as substitute for tug for berthing and/or unberthing.

Azipod

9. Vessel equipped with azipods may be accepted to substitute for one tug.

Chapter 5 TUGS INFORMATION

Guidelines on tug requirements are outlined in chapter 4. Tugs listed in the table below are considered as suitable for port operations and for reference only. Owners/Operators of new tugs should contact the Pilotage Advisory Committee (attention:- MO Pilotage, see chapter 11 for contact information) and HKPA for enquiry on listing their tugs in the table for reference.

Name	HP	BP (tonnes)	Grade	Remarks
<u>Chung Hing Tug (Tel.: 2549 2072, 2549 0395)</u>				
Chung Hing No.1 (忠興壹)	2 × 624	18	II	
Wallex 2 (華力二)	2 × 624	18	II	
<u>Kam Hung Tug (Tel.: 2619 6981-3)</u>				
Dong Tai	1280	19	II	
Kam Hung 18	1500	23	II	
Kam Hung 28	1280	19	II	
Kam Hung 38	1280	19	II	
<u>K-Power Marine Group Co. Ltd (Tel.: 2540 2777, 3913 3605)</u>				
H.K. United 20	2 x 850	20	II	
<u>Hong Kong Tug (Tel.:2612 6800)</u>				
Ap Chau	4000	54	I	
Hung Hom	3200	45.5	I	
Kau Lung	3200	45.5	I	
Lamma	3200	45.5	I	
Sha Chau	4000	54	I	
Sha Tin	4000	54	I	
Taikoo	5000	74.5	I	
Tai O	5000	71.8	I	
Tap Mun	3200	45.5	I	
Ting Kau	4000	54	I	
Yuen Kok	4000	54	I	
Whampoa	5000	68.6	I	
Yam O	5000	71.8	I	
Tsing Yuk	2 x 600	18.7	II	

<u>South China Tug (Tel.: 2548 5205)</u>				
Guangzhou	4000	53	I	
Nanning	4000	55	I	
Shanghai	4000	55	I	
Shenyeng	5000	70	I	
Shunde	4000	56	I	
Suzhou	5000	65.5	I	
<u>Yiu Lian Tug (Tel.: 2497 0655, 2497 0686)</u>				
Hai An	4000	52	I	
Hai Ba	5000	62	I	
Hai Fa	3200	42	I	
Hai Hoi	5000	62	I	
Hai Li	5000	62	I	
Hai Ming	4000	52	I	
Hai Qi	3200	42	I	
Hai Shan	6000	75	I	
Hai Tai	4000	52	I	
Hai Tong	4000	52	I	
Hai You	4000	52	I	
Hoi Lian	4000	52	I	
Yiu Lian 26	2600	35	I	
You Da	3200	42	I	

Chapter 6 FLOATING DOCKS INFORMATION**UNITED (H.U.D.) Tsing Yi**

Length at bottom block	270m
Entrance breadth	41.6m
Lifting capacity	40,000 tonnes
Depth over block	10m

YIU LIAN No.1 F/D (Yiu Lian Dock) Tsing Yi

Length at bottom block	177.7m
Entrance breadth	26.8m
Lifting capacity	12,000 tonnes
Depth over block	7m

YIU LIAN No.3 F/D (Yiu Lian Dock) Tsing Yi

Length at bottom block	287m
Entrance breadth	45.8m
Lifting capacity	45,000 tonnes
Depth over block	9m

Chapter 7 BERTH /WHARF/TERMINAL INFORMATION

BERTH	Draft(m)	LOA(m)	Direction	Length	Telephone No.
ASB-JB	6.0	85	030/210	63.5	3183 4300
CCEMENT	14.0	240	112/292	270	2440 5111 2440 5233
CFT	6.5	153	078/258	270	2738 2906
CLPTSK	16.8	280	134/314	545	2404 8402
CMKEN-N	9.5	156	056/236	170	2816 8398 9125 3298
CMKEN-S	7.0	120	056/236	140	2816 8398 9125 3298
CVX	12.6	235	162/342	90	2588 7654
CVX-5	3.2	80	035/215	80	2588 7654
CVX-6A	7.3	110	055/235	50	2588 7654
CVX-LPG	6.5	114	072/252	95	2588 7654
EMTY-E1	14.63	274	098/278	255	2902 8273 2909 8277
EMTY-E4	5.5	107	098/278	30	2902 8273 2902 8277
EMTY-W1	14.6	250	089/269	267	2902 8132 2902 8133
EMTY-W2	7.5	107	089/269	41	2902 8132 2902 8133
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
KC1-2	14.0	370	163/343	305	2115 3552
KC3	14.0	370	163/343	305	2489 4745
KC4	14.2	370	163/343	305	2619 7792
KC5	15.0	400	073/253	472	2115 3552
KC6	14.2	350	073/253	564	2619 7792
KC7	15.0	350	073/253	564	2619 7792
KC8	15.0	400	163/343	380	2619 7792
KC9	15.0	400	163/343	450	2619 7792
KC10	15.0	370	073/253	700	2619 7792
KC11	15.0	340	073/253	338	2991 8022
KC12	15.0	370	073/253	338	2991 8022
KC13	15.0	370	073/253	338	2276 8137 2276 8138
KC14	15.0	370	073/253	338	2276 8137 2276 8138
KC15	15.0	370	163/343	350	2619 3021
KC16	15.0	400	163/343	350	2619 3021
KC17-18	15.0	400	163/343	300	2920 2616 2920 2645
KC19	15.0	400	163/343	300	2920 2616 2920 2645
KC20	15.0	310	042/222	340	2920 2616 2920 2645
KTCT-1	11.0	365	134/314	450	6711 7920
KTCT-2	11.0	365	134/314	400	6711 7920
LOP	8.0	122	089/269	125	2618 0192 9369 2741
MFT	5.0	120	104/284	220	2547 4039
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
RTT-4	8.5	170	026/206	240	2122 7155 9728 6230
RTT-5	8.5	175	116/296	300	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
SINO-A	14.0	250	086/266	280	2431 3090
SINO-B	7.5	120	086/266	129	2431 3090
SINO-C	6.5	90	086/266	115	2431 3090
SINO-CW	5.0	65	172/352	70	2558 8341
SINO-3	7.5	120	124/304	>150	2431 3090
SWSTL	10.3	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 GOVERNMENT MOORING BUOYS

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

Remarks:

1. Government Mooring Buoys (GMB) may from time to time being classified as Non-typhoon mooring buoy via promulgation of a Marine Department Notice. Vessels which are moored to these buoys shall leave the mooring buoy if so directed by the Director.
2. Buoy link diameter = 146mm
3. Location and allocation of mooring buoys are subjected to review; sounding may also vary. Agents/operators are reminded to check with Marine Department notices, notices to mariners and up-to-date navigation charts for latest information before booking GMB.

Chapter 9 TROPICAL CYCLONE (TYPHOON) PROCEDURE

When tropical cyclone warning signal No.1 is issued

Pilot office will:-

1. Give warning to tanker at Tolo harbour Town Gas wharf, remind the agent that tugs will require at least 5 hours notice and the danger of pilot boarding station is exposed to weather.
2. Give warning to vessels at TSK Power Station, TSK CCC, SWSTL and Lamma Power Station.
3. Give warning to all tankers at tanker berths.

When tropical cyclone warning signal No.3 is issued

Pilot office should ensure:

1. Tankers at all berths (including Tolo) should clear berth as soon as possible.
2. Bulkers at TSK PST & TSK CCC, SWSTL and Lamma PST should clear berth as soon as possible.
3. Vessels not moored at a classified typhoon buoy or oversized vessels should clear mooring buoy as soon as possible.

If tropical cyclone warning signal No.8 is likely to be issued or the wind speed or wave height is likely to exceed the acceptable limit, Pilot office will, as far as practicable, give at least THREE hours warning to all shipping through MARDEP before pilotage service is suspended. Templates at appendix to this chapter should be used.

Tugs may be used for pilot transportation if pilot boats could not be operated in heavy sea.

All ships under repair at shipyards should be advised to clear docks as soon as possible especially for those vessels requiring towage to the buoy.

Pilot office will avoid the acceptance of any order for ships in bound to buoy at night when tropical cyclone warning signal No.3 is issued unless the prevailing condition is favourable.

Pilotage suspension

Guideline for pilotage service may be suspended: -

- ◆ Sustained wind speed over 33 knots
- ◆ Wave height over 1.5 metres

Other useful information

MARDEP VTC	Duty Controller	2233 7801-3
MARDEP VTC	(FAX)	2858 6646
Hong Kong Observatory	Dial-a-Weather service	1878200

Appendix I to Chapter 9 – template for suspension of pilotage service

領港服務將暫停

電台及電視台當值宣布員注意：

請盡速播出下列消息及在適當時間重播：

海事處請船東、船隻代理、船主及其他港口使用人士注意，由於熱帶氣旋關係，領港服務將會由今日（ 月 日）上午／下午 時起暫停。

完

二〇一 年 月 日（星期 ）

Pilotage service to be suspended

Attention duty announcers, radio and TV stations:

Please broadcast the following as soon as possible and repeat it at suitable intervals:

The Marine Department advises shipowners, agents, masters and other port users that due to the tropical cyclone, pilotage service will be suspended from am/pm today ().

Ends/

NNNN

Appendix II to Chapter 9 – template for resumption of pilotage service

領港服務將恢復

電台及電視台當值宣布員注意：

請盡速播出下列消息及在適當時間重播：

海事處請船東、船隻代理、船長及其他港口使用人士注意，領港服務將於今日
(月 日)上午/下午 時起局部恢復，並於稍後天氣好轉時全面恢復。

完

二〇一 年 月 日(星期)

Pilotage service to resume

Attention duty announcers, radio and TV stations:

Please broadcast the following as soon as possible and repeat it at suitable intervals:

The Marine Department advises shipowners, agents, masters and other port users that
pilotage service will partially resume from am/pm today () and
will fully resume when weather conditions improve.

Ends/

NNNN

Appendix III to Chapter 9 – template for delay in resumption of pilotage service

領港服務將延遲恢復

電台及電視台當值宣布員注意：

請盡速播出下列消息及在適當時間重播：

海事處請船東、船隻代理、船長及其他港口使用人士注意，由於天氣情況惡化，領港服務將延遲至今日(月 日)上午/下午 時恢復。

完

二〇一 年 月 日(星期)

Resumption of pilotage service delayed

Attention duty announcers, radio and TV stations:

Please broadcast the following as soon as possible and repeat it at suitable intervals:

The Marine Department advises shipowners, agents, masters and other port users that due to deteriorating weather conditions, resumption of pilotage service is delayed until am/pm today ().

Ends/

NNNN

Chapter 10

MISCELLANEOUS

Width of Fairways

Eastern fairway	412m
Hung Hom fairway	370m
Central fairway	370m
Northern fairway	305m
Southern fairway	220m
Sulphur channel	280m
North Green Island fairway	244m

Naval Anchorages

	Mooring Buoys	Location	
1.	ZA1	22° 18.567'N	114° 08.604'E
2.	ZA2	22° 18.348'N	114° 08.504'E
3.	ZB1	22° 18.712'N	114° 08.406'E
4.	ZB2	22° 18.514'N	114° 08.345'E

Pilot Stations

	Name	Location	
1.	Area off Ha Mei Wan, west of Lamma Island	22° 12'00"N	114° 05'18"E
2.	Area off the turning buoy in the Tathong Channel	22° 16'00"N	114° 15'40"E
3.	Area off Lam Kok Tsui (Black Point) in Urmston Road	22° 25'01"N	113° 53'12"E
4.	Area off the entrance to Tolo Channel (<i>Chik Chau</i>)	22° 29'36"N	114° 19'42"E
5.	Area off Ngan Chau in East Lamma Channel	22° 13'03"N	114° 09'42"E

Other Useful Locations

Ngan Chau	22° 13.0'N	114° 11.0'E
Shek Kok Tsui	22° 14.2'N	114° 06.1'E
Waglan	22° 11.0'N	114° 18.0'E
Yuen Kok	22° 11.0'N	114° 08.8'E
SW Lamma Island	22° 10.0'N	114° 06.0'E

N1 buoy	22° 17.867'N	114° 08.617'E
N2 buoy	22° 18.933'N	114° 07.525'E
TCS4 buoy	22° 16.333'N	114° 15.500'E

Chapter 11 LIST OF USEFUL CONTACTS

	Telephone	Fax
1. Marine Department		
<u>Pilotage Authority</u>		
Secretary of PAC (EO C&G)	2852 4590	2541 7194
MO Pilotage	2233 7812	2857 9042
<u>Vessel Traffic Center (VTC)</u>		
Duty Controller	2233 7801	2858 6646
Port Management Office	2233 7808	2359 4264
Kwai Chung Control Station (KCCS)	2743 6043/2743 8296	2743 0751
Senior Marine Officer	2233 7813	2857 9042
Marine Officer	2233 7810	2857 9042
<u>Harbour Patrol Section Command Centre</u>	2385 2791/2385 2792	2359 7009
2. Hong Kong Pilots's Association		
General Enquiry	2803 0840	
Operation (24 Hours)	28030003	28030860
3. Fire Services Department		
Marine & Offshore Island Office	2534 7250	
4. Police Force		
General Emergency	999	
Marine Police Duty Control Room	2803 6267	
Tolo Monitor System (TMS)	28036243	
5. Hong Kong Observatory		
Centre Forecast Office	2368 1944	
Port Meteorological Office	2926 3113	
6. Immigration Department		
Hong Kong	2543 1958	
Tuen Mun Anchorage Office (TMIA)	2180 8966	
7. Port Health Department		
Port Health Office	2543 1702	
Duty Port Health Officer	9016 8988	

Code	Locations	Code	Locations
ASB-JB	ASB Biodiesel Terminal (Junk Bay)	MWA	Ma Wan anchorage
BUOY	Government mooring buoy	NLA	North Lamma anchorage
CCEMENT	China Cement Company (TSK)	NWLA	North West Lamma anchorage
CFT	China ferry terminal	OTN	Ocean Terminal north berth
CHT	Cruise Ship Transiting Central Harbour	OTN/O-F	Ocean Terminal north berth outer-foul
CLPTSK	China light power station (TSK)	OTS	Ocean Terminal south berth
CMKEN-N	China Merchant Kennedy Town north berth	OTS/O-F	Ocean Terminal south berth outer-foul
CMKEN-S	China Merchant Kennedy Town south berth	PAFF	Permanent Aviation Fuel Facility
CVX	Chevron T/Y main berth	PSSA-E	Pun Shan Shek anchorage east
CVX-5	Chevron T/Y No. 5 berth	PSSA-W	Pun Shan Shek anchorage west
CVX-6A	Chevron T/Y No. 6A berth	RDGA	Reserved dangerous goods anchorage
CVX-LPG	Chevron T/Y LPG berth	RTT-1	River Trade Terminal No.1 berth
EMTY-E1	ExxonMobil T/Y east terminal berth 1	RTT-2	River Trade Terminal No.2 berth
EMTY-E4	ExxonMobil T/Y east terminal berth 4	RTT-4	River Trade Terminal No.4 berth
EMTY-W1	ExxonMobil T/Y west terminal berth 1	RTT-5	River Trade Terminal No.5 berth
EMTY-W2	ExxonMobil T/Y west terminal berth 2	SEATRIAL	Sea trial, compass adjustment & equipment calibration
EURO-1	Euro-Asia berth 1	SHACHAU	Sha Chau oil terminal (TSK)
EURO-2	Euro-Asia berth 2	SHELL	Shell oil terminal main berth
EURO-3P	Euro-Asia berth 3P	SHELL-1E	Shell No. 1 east & west berth
HKELECT(N)	Lamma power station north wharf	SHELL-2E	Shell No. 2 & 3 east & west berth
HKELECT(S)	Lamma power station south wharf	SHELL-LPG	Shell oil terminal LPG berth
JBDGA	Junk Bay DG anchorage	SINO-A	Sinopec T/Y main berth (A)
KC1-2	Kwai Chung berth 1-2	SINO-B	Sinopec T/Y west berth (B)
KC3	Kwai Chung berth 3	SINO-C	Sinopec T/Y east berth (C)
KC4	Kwai Chung berth 4	SINO-CW	Sinopec Chai Wan berth
KC5	Kwai Chung berth 5	SINO-3	Sinopec T/Y No. 3 berth
KC6	Kwai Chung berth 6	SLA	Anchorage South of Lamma Island
KC6/O-F	Kwai Chung berth 6 outer-foul	SSK-1	Sham Shui Kok Anchorage No. 1
KC7	Kwai Chung berth 7	SSK-2	Sham Shui Kok Anchorage No. 2
KC7/O-F	Kwai Chung berth 7 outer-foul	SWSTL	Shiu Wing steel wharf (TSK)
KC8, 9	Kwai Chung berth 8& 9	THA	Tolo harbour anchorage
KC10C, 10E	Kwai Chung berth 10C & 10E	TOW	Ship under tow
KC10W	Kwai Chung berth 10W	TOW-BERTH	Ship under tow to/from berth
KC11	Kwai Chung berth 11	TPGAS	Tolo harbour Town Gas wharf
KC12	Kwai Chung berth 12	TSK-MHB	Tap Shek Kok Material Handling Berth
KC13-14	Kwai Chung berth 13-14	TYD	Floating docks west of T/Y Island
KC15	Kwai Chung berth 15	URMPS / URMA	Transit Mawan – Bulker & Tanker (All vessels other than passenger & container ship)
KC16-19	Kwai Chung berth 16-19	URMPS-C / URMA-C	Transit Mawan – Passenger & Container ship
KC20	Kwai Chung berth 20	WA-1	Western anchorage No.1
KEL-1	Kellett Anchorage No. 1	WA-2	Western anchorage No.2
KEL-2	Kellett Anchorage No. 2	WA-3	Western anchorage No.3
KEL-3	Kellett Anchorage No. 3	WQA	Western quarantine anchorage
KTCT-1	Kai Tak Cruise Terminal berth 1	YMTA	Yau Ma Tei anchorage
KTCT-2	Kai Tak Cruise Terminal berth 2	YUENFAT	Yuen Fat wharf No.2 berth
KTCT-2/O-F	Kai Tak Cruise Terminal berth 2 outer-foul		
KYCA	Kau Yi Chau DG anchorage		
LOP	Lok On Pai oil berth		
MFT	Macau ferry terminal		

Location : **ASB-JB**

ASB Biodiesel Terminal (Junk Bay)

010 **Berthing** LOA: Max 85m
Draft: Max 6m (min 10% UKC)
Time: Day light
Tugs: 2 (Grade II)
Remarks:

011 **Unberthing** LOA: Max 85m
Draft: Max 6m (min 10% UKC)
Time: Day light
Tugs: 2 (Grade II)
Remarks:

General Remark:

Thrusters are not considered as substitute for tug.

Location : **BUOY****Government mooring buoy**010 **Berthing** LOA: Max 183m**Draft:** Subject to the depth underneath individual buoy (min 10% UKC)**Time:** 24 hrs**Tugs:** See General Remarks**Remarks:**011 **Unberthing** LOA: Max 183m**Draft:** Subject to the depth underneath individual buoy (min 10% UKC)**Time:** 24 hrs**Tugs:** See General Remarks**Remarks:****General Remarks:**

1. Additional tugs may be required if adverse weather or high waves prevail.
2. Mooring and/or unmooring operations may be suspended if the pilots consider such operations to be dangerous.
3. If mooring and/or unmooring operations are suspended, every effort will be made to unmoor departing vessels before services are suspended.
4. Additional requirements:
 - For all buoys if:
 - D>9.15m 1 tug at the buoy.
 - D>9.7m HW slack only.
 - D>10m 1 tug escort at the GI.
 - L>183m 1 tug at the buoy.

Location : **CCEMENT****China Cement Company (TSK)**010 **Berthing** LOA: Max 168m**Draft:** Max 10m (min 15% UKC)**Time:** Day @ berth**Tugs:** 2**Remarks:** Stem to tide for berthing020 **Berthing** LOA: Max 183m**Draft:** Max 12m (min 15% UKC)**Time:** Day @ berth.D>10m, Day light HW+1 to HW+3
& Day light LW-1 to LW+1.5 @
Mawan.**Tugs:** 2. 1 escort @ Mawan if Draft>10m.**Remarks:** 2 pilots. Stem to tide for berthing.
D>10m Starboard side to.030 **Berthing** LOA: Max 230m**Draft:** Max 15m (min 15% UKC)**Time:** Day @ berth.Day light HW+1 to HW+3 @
Mawan.**Tugs:** 3 incl 1 escort @ Mawan.
From URMA: 3 incl 1 escort from
URMA to berth.**Remarks:** 2 pilots. Starboard side to.040 **Berthing** LOA: Max 240m**Draft:** Max 15m (min 15% UKC)**Time:** Day @ berth.Day light HW+1 to HW+1.5 @
Mawan.**Tugs:** 4 incl 1 escort from GI + 1 @
Mawan.
D≤12m, 3 incl 1 escort from GI + 1
@ Mawan.
From URMA: 4 incl 1 escort URMA
to berth. D≤12m, 3 incl 1 escort
from URMA to berth.**Remarks:** 2 pilots. Starboard side to.011 **Unberthing** LOA: Max 168m**Draft:** Max 10m (min 15% UKC)**Time:** Day @ berth**Tugs:** 2**Remarks:**021 **Unberthing** LOA: Max 183m**Draft:** Max 12m (min 15% UKC)**Time:** Day @ berth.D>10m, subject to Mawan transit
tidal window.**Tugs:** 2. 1 escort @ Mawan if D>10m.**Remarks:** 2 pilots.031 **Unberthing** LOA: Max 230m**Draft:** Max 15m (min 15% UKC)**Time:** Day @ berth.Subject to Mawan transit tidal
window.
D>12.5m, day light transit only.**Tugs:** 2 incl 1 escort @ Mawan.
To URMA: 2 incl 1 escort from
berth to URMA.**Remarks:** 2 pilots041 **Unberthing** LOA: Max 240m**Draft:** Max 15m (min 15% UKC)**Time:** Day @ berth.D>12.5m, Day light HW to HW+2
& Day light LW+1 to LW+3 @
Mawan.D≤12.5m, subject to Mawan transit
tidal window, day light transit only.**Tugs:** 2 incl 1 escort @ Mawan
To URMA: 2 incl 1 escort from
berth to URMA.**Remarks:** 2 pilots**General Remark:**

Subject to Ma Wan transit tidal window.

Location : **CFT**

China ferry terminal

010 **Berthing** LOA: Max 153m

Draft: Max 6.5m (min 10% UKC)

Time: 0700 – 2400 hrs

Tugs: 2

Remarks: No outer-foul for No.3 berth

011 **Unberthing** LOA: Max 153m

Draft: Max 6.5m (min 10% UKC)

Time: 0700 – 2400 hrs

Tugs: 2

Remarks: No outer-foul for No.3 berth

ON TRIALLocation: **CHT****Cruise Ship Transiting Central Harbour**

010 **East Bound** LOA: Max 230m
Draft: Max 9.0m (min 10% UKC)
Time: 24 hrs
Tugs:
Remarks:

011 **West Bound** LOA: Max 230m
Draft: Max 9.0m (min 10% UKC)
Time: 24 hrs
Tugs:
Remarks:

020 **East Bound** LOA: Max 270m
Draft: Max 9.0m (min 10% UKC)
Time: 24 hrs
Tugs: 1 escort
Remarks:

021 **West Bound** LOA: Max 270m
Draft: Max 9.0m (min 10% UKC)
Time: 24 hrs
Tugs: 1 escort
Remarks:

030 **East Bound** LOA: Max 290m
Draft: Max 10.0m (min 10% UKC)
Time: D&N LW-2 to HW
Tugs: 2 escort
Remarks: 2 pilots.
 1 patrol boat to clear the passage.

031 **West Bound** LOA: Max 290m
Draft: Max 10.0m (min 10% UKC)
Time: D&N HW+1 to LW+1
Tugs: 2 escort
Remarks: 2 pilots.
 1 patrol boat to clear the passage.

040 **East Bound** LOA: Max 345m
Draft: Max 10.0m (min 10% UKC)
Time: D&N LW-2 to HW
Tugs: 2 escort
Remarks: 2 pilots.
 Removal of N1 & N2 buoys.
 1 patrol boat to clear the passage.

041 **West Bound** LOA: Max 345m
Draft: Max 10.0m (min 10% UKC)
Time: D&N HW+1 to LW+1
Tugs: 2 escort
Remarks: 2 pilots.
 Removal of N1 & N2 buoys.
 1 patrol boat to clear the passage.

General Remarks:

1. This BGL is intended for CRUISE SHIP transiting Central Harbour via Northern Fairway and Central Fairway. For berthing/unberthing requirements please refer to separate BGL of the related terminal.
2. The operation of this BGL shall be postponed when:
 - (a) Visibility is less than 1 mile.
 - (b) Wind force in the harbour area is greater than 21 knots, and/or strong monsoon signal is hoisted, and/or typhoon signal No.3 is hoisted whichever is applicable.
3. Subject to VTC prior approval & traffic condition.
4. Unless otherwise specified, escort tug/tugs for Central Harbour Transit is/are required for the waters:
 - (a) East Bound: From GI to LYM.
 - (b) West Bound: From TCS4 to GI.
5. For LOA>270m, one patrol boat is required to clear the passage between Kellett Buoy and Hung Hom.

ON TRIAL

Location : **CLPTSK****China light power station (TSK)**

010 **Berthing** LOA: Max 168m
Draft: Max 10m (min 15% UKC)
Time: Day @ berth
Tugs: 2
Remarks: Stem to tide for berthing

011 **Unberthing** LOA: Max 168m
Draft: Max 10m (min 15% UKC)
Time: Day @ berth
Tugs: 2
Remarks:

020 **Berthing** LOA: Max 183m
Draft: Max 12m (min 15% UKC)
Time: Day @ berth.
 D>10m Day light HW+1 to HW+3 &
 Day light LW-1 to LW+1.5 @
 Mawan.
Tugs: 2. 1 escort @ Mawan if D>10m.
Remarks: 2 pilots.
 Stem to tide for berthing.

021 **Unberthing** LOA: Max 183m
Draft: Max 12m (min 15% UKC)
Time: Day @ berth.
 D>10m, subject to Mawan transit
 tidal window.
Tugs: 2. 1 escort @ Mawan if D>10m.
Remarks: 2 pilots

030 **Berthing** LOA: Max 230m
Draft: Max 15m (min 15% UKC)
Time: Day @ berth.
 Day light HW+1 to HW+3 @
 Mawan.
Tugs: 3 incl 1 escort @ Mawan.
 From URMA: 3 incl 1 escort from
 URMA to berth.
Remarks: 2 pilots. Starboard side to.

031 **Unberthing** LOA: Max 230m
Draft: Max 15m (min 15% UKC)
Time: Day @ berth.
 Subject to Mawan transit tidal
 window.
 D>12.5m, day light transit only.
Tugs: 2 incl 1 escort @ Mawan.
 To URMA: 2 incl 1 escort from
 berth to URMA.
Remarks: 2 pilots

040 **Berthing** LOA: Max 280m
Draft: Max 16.8m (min 15% UKC)
Time: Day @ berth.
 Day light HW+1 @ Mawan.
 1st Jun – 15th Oct : Day light HW+0.5
 @ Mawan.
Tugs: 4 tugs incl 1 escort from GI & 1 @
 Mawan to berth.
 From URMA: 4 tugs incl 1 escort
 from URMA to berth.

041 **Unberthing** LOA: Max 280m
Draft: Max 16.8m (min 15% UKC)
Time: Day @ berth.
 D>12.5m, Day light HW to HW+2
 & Day light LW+1 to LW+3 @
 Mawan.
 D≤12.5m, subject to Mawan transit
 tidal window, Day light transit only.
Tugs: 2 incl 1 escort @ Mawan.
 D>14m, 3 incl 2 escort @ Mawan.
 To URMA: 2 incl 1 escort from
 berth to URMA.
 D>14m, 3 incl 2 escort from berth to
 URMA.
Remarks: 2 pilots.

Remarks: 2 pilots. Starboard side to.

ON TRIAL

Location : **CLPTSK***China light power station (TSK)*050 **Berthing** LOA: Max 305m**Draft:** Max 16.8m (min 15% UKC)**Time:** Day @ berth.

HW+1 @ Mawan.

1st Jun – 15th Oct : Day HW+0.5

@ Mawan.

Tugs: 4 tugs minimum 4,000hp each,
incl 1 escort from GI & 1 @ Mawan
to berth (see General Remarks).
From URMA: 4 tugs, minimum
4,000hp each incl 1 escort from
URMA to berth.**Remarks:** 2 pilots. Starboard side to.051 **Unberthing** LOA: Max 305m**Draft:** Max 16.8m (min 15% UKC)**Time:** Day @ berth.D>12.5m, Day light HW to HW+2
& Day light LW+1 to LW+3 @
Mawan.D≤12.5m, subject to Mawan transit
tidal window, Day light transit only.**Tugs:** 2 incl 1 escort @ Mawan.D>14m, 3 incl 2 escort @ Mawan
(see General Remarks).To URMA: 2 incl 1 escort from
berth to URMA. D>14m, 3 incl 2
escort from berth to URMA.**Remarks:** 2 pilots**General Remarks:**

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

Location : CMKEN-N

China Merchant Kennedy Town north berth

010 **Berthing** LOA: Max 110m
Draft: Max 7m (min 10% UKC)
Time: 24 hrs
Tugs: 2 (grade II)
Remarks:

011 **Unberthing** LOA: Max 110m
Draft: Max 7m (min 10% UKC)
Time: 24 hrs
Tugs: 2 (grade II)
Remarks:

020 **Berthing** LOA: Max 130m
Draft: Max 9.5m (min 10% UKC)
Time: 24 hrs
Tugs: 1 (grade I) + 1 (grade II)
Remarks:

021 **Unberthing** LOA: Max 130m
Draft: Max 9.5m (min 10% UKC)
Time: 24 hrs
Tugs: 1 (grade I) + 1 (grade II)
Remarks:

030 **Berthing** LOA: Max 156m
Draft: Max 9.5m (min 10% UKC)
Time: 24 hrs
Tugs: 2
Remarks:

031 **Unberthing** LOA: Max 156m
Draft: Max 9.5m (min 10% UKC)
Time: 24 hrs
Tugs: 2
Remarks:

Location : **CMKEN-S**

China Merchant Kennedy Town south berth

010 **Berthing** LOA: Max 120m

Draft: Max 7m (min 10% UKC)

Time: Day light

Tugs: 2 (grade I) or 3 (grade II)

Remarks: Preferably port side to

011 **Unberthing** LOA: Max 120m

Draft: Max 7m (min 10% UKC)

Time: Day light

Tugs: 2 (grade I) or 3 (grade II)

Remarks:

Location : CVX

Chevron T/Y main berth

010 **Berthing** LOA: Max 120m
Draft: Max 8m (min 10% UKC)
Time: D&N HW-1 to HW+2 & D&N LW
to LW+3
Tugs: 2 (grade II)
Remarks: Starboard side to

011 **Unberthing** LOA: Max 120m
Draft: Max 8m (min 10% UKC)
Time: 24 hrs
Tugs: 2 (grade II)
Remarks:

020 **Berthing** LOA: Max 150m
Draft: Max 10m (min 10% UKC)
Time: D&N HW-1 to HW+2 & D&N
LW+1 to LW+2
Tugs: 2
Remarks: Starboard side to

021 **Unberthing** LOA: Max 150m
Draft: Max 10m (min 10% UKC)
Time: 24 hrs
Tugs: 2
Remarks:

030 **Berthing** LOA: Max 184m
Draft: Max 12m (min 10% UKC)
Time: D&N HW to HW+1 & D&N LW+2
Tugs: 2. If D>10m 1 GI escort.
Remarks: Starboard side to

031 **Unberthing** LOA: Max 184m
Draft: Max 12m (min 10% UKC)
Time: 24 hrs
Tugs: 2
Remarks:

040 **Berthing** LOA: Max 220m
Draft: Max 12.6m (min 10% UKC)
Time: D&N HW to HW+1 & D&N LW+2
Tugs: 3 incl 1 GI escort
Remarks: Day 1 pilot, Night 2 pilots.
Berthing at LW+2 : 2 pilots.
Starboard side to.

041 **Unberthing** LOA: Max 220m
Draft: Max 12.6m (min 10% UKC)
Time: 24 hrs
Tugs: 2
Remarks:

050 **Berthing** LOA: Max 235m
Draft: Max 12.6m (min 10% UKC)
Time: D&N HW to HW+1 & D&N LW+2
Tugs: 3 incl 1 GI escort
Remarks: 2 pilots.
Starboard side to.

051 **Unberthing** LOA: Max 235m
Draft: Max 12.6m (min 10% UKC)
Time: D&N HW-1 to HW+2 & D&N LW
to LW+2
Tugs: 2
Remarks:

General Remark:

Thrusters are not considered as substitute for tug.

Location : **CVX-5**

Chevron T/Y No.5 berth

010 **Berthing** LOA: Max 80m
Draft: Max 5.2m (min 10% UKC)
Time: 24 hrs
Tugs: 1 (grade II)
Remarks: Max LOA 65m if no pontoon.
 Max draft 3.2m if no pontoon.

011 **Unberthing** LOA: Max 80m
Draft: Max 5.2m (min 10% UKC)
Time: 24 hrs
Tugs: 1 (grade II)
Remarks: Max LOA 65m if no pontoon.
 Max draft 3.2m if no pontoon.

General Remark:

Thrusters are not considered as substitute for tug.

Location : **CVX-6A****Chevron T/Y No.6A berth**

010 **Berthing** LOA: Max 80m
Draft: Max 7.3m (min 10% UKC)
Time: Day any time &
 Night LW to LW+3
Tugs: 1 (grade II)
Remarks: Starboard side to.
 Port anchor to be used.

011 **Unberthing** LOA: Max 80m
Draft: Max 7.3m (min 10% UKC)
Time: 24 hrs
Tugs: 1 (grade II)
Remarks:

020 **Berthing** LOA: Max 110m
Draft: Max 7.3m (min 10% UKC)
Time: Day any time &
 Night LW to LW+3
Tugs: 2 (grade II)
Remarks: Starboard side to.
 Port anchor to be used.

021 **Unberthing** LOA: Max 110m
Draft: Max 7.3m (min 10% UKC)
Time: 24 hrs
Tugs: 1 (grade II)
Remarks: 2 (grade II) if no anchor down.

General Remark:

Thrusters are not considered as substitute for tug.

Location : **CVX-LPG**

Chevron T/Y LPG berth

010 Berthing LOA: Max 80m
Draft: Max 6.5m (min 10% UKC)
Time: D&N LW to LW+3
Tugs: 1 (grade II)

Remarks: Starboard side to.
Bow not to pass 6.5m sign board.

020 Berthing LOA: Max 114m
Draft: Max 6.5m (min 10% UKC)
Time: Day LW to LW+2
Tugs: 2 (grade II) tug and which shall not be replaced by 1 (grade I) tug.

Remarks: Starboard side to.
Bow not to pass 6.5m sign board.

011 Unberthing LOA: Max 80m
Draft: Max 6.5m (min 10% UKC)
Time: 24 hrs
Tugs: 1 (grade II) tug for unberthing on flood tide.
2 (grade II) tugs on ebb tide.

Remarks:

021 Unberthing LOA: Max 114m
Draft: Max 6.5m (min 10% UKC)
Time: 24 hrs
Tugs: 2 (grade II) tugs for unberthing on flood tide.
2 (grade I) tugs on ebb tide.

Remarks:

General Remark:

Thrusters are not considered as substitute for tug.

Location : **EMTY-E1****ExxonMobil T/Y east terminal berth 1**

010 **Berthing** LOA: Max 120m
Draft: Max 8m (min 10% UKC)
Time: 24 hrs
Tugs: 2 (grade II)
Remarks: Port side to

011 **Unberthing** LOA: Max 120m
Draft: Max 8m (min 10% UKC)
Time: 24 hrs
Tugs: 2 (grade II)
Remarks:

020 **Berthing** LOA: Max 150m
Draft: Max 10m (min 10% UKC)
Time: 24 hrs
Tugs: 2
Remarks: Port side to

021 **Unberthing** LOA: Max 150m
Draft: Max 10m (min 10% UKC)
Time: 24 hrs
Tugs: 2
Remarks:

030 **Berthing** LOA: Max 184m
Draft: Max 12m (min 10% UKC)
Time: 24 hrs
Tugs: 2. If D>10m 1 GI escort.
Remarks: Port side to

031 **Unberthing** LOA: Max 184m
Draft: Max 12m (min 10% UKC)
Time: 24 hrs
Tugs: 2
Remarks:

040 **Berthing** LOA: Max 220m
Draft: Max 13m (min 10% UKC)
Time: D≤10m 24hr.
 D>10m, D&N HW-1 to HW+1 &
 D&N LW to LW+1.
Tugs: 3 incl 1 GI escort
Remarks: Day 1 pilot, Night 2 pilots.
 Berthing at LW to LW+1 : 2 pilots.
 Port side to.

041 **Unberthing** LOA: Max 220m
Draft: Max 13m (min 10% UKC)
Time: 24 hrs
Tugs: 2
Remarks:

050 **Berthing** LOA: Max 250m
Draft: Max 14m (min 10% UKC)
Time: D&N HW-1 to HW+1 & D&N LW
 to LW+1
Tugs: 4 incl 1 GI escort.
 If D<13m 3 incl 1 GI escort.
Remarks: 2 pilots. Port side to.

051 **Unberthing** LOA: Max 250m
Draft: Max 14m (min 10% UKC)
Time: 24 hrs
Tugs: 2
Remarks:

060 **Berthing** LOA: Max 274m
Draft: Max 14.63m (min 10% UKC)
Time: D&N HW to HW+1
 (Jun to Sept: HW-0.5)
Tugs: 4 incl 1 GI escort
Remarks: 2 pilots. Port side to.

061 **Unberthing** LOA: Max 274m
Draft: Max 14.63m (min 10% UKC)
Time: 24 hrs
Tugs: 3
Remarks:

General Remark:

Thrusters are not considered as substitute for tug.

Location : EMTY-E4

ExxonMobil T/Y east terminal berth 4

010 Berthing LOA: Max 107m
Draft: Max 5.5m (min 10% UKC)
Time: Day light
Tugs: 2 (Grade II)
Remarks: Port side to

011 **Unberthing** LOA: Max 107m
Draft: Max 5.5m (min 10% UKC)
Time: 24 hrs
Tugs: 2 (Grade II)
Remarks:

General Remark:

Thrusters are not considered as substitute for tug.

Location : **EMTY-W1**

ExxonMobil T/Y west terminal berth 1

010 **Berthing** LOA: Max 120m
Draft: Max 8m (min 10% UKC)
Time: 24 hrs
Tugs: 2 (grade II)
Remarks:

011 **Unberthing** LOA: Max 120m
Draft: Max 8m (min 10% UKC)
Time: 24 hrs
Tugs: 2 (grade II)
Remarks:

020 **Berthing** LOA: Max 150m
Draft: Max 10m (min 10% UKC)
Time: D&N HW-1 to HW+2 & D&N LW-2
 to LW+1
Tugs: 2
Remarks: Port side to

021 **Unberthing** LOA: Max 150m
Draft: Max 10m (min 10% UKC)
Time: 24 hrs
Tugs: 2
Remarks:

030 **Berthing** LOA: Max 184m
Draft: Max 12m (min 10% UKC)
Time: D&N HW to HW+1 & D&N LW to
 LW+1
Tugs: 2. If D>10m 1 GI escort.
Remarks: Port side to.

031 **Unberthing** LOA: Max 184m
Draft: Max 12m (min 10% UKC)
Time: 24 hrs
Tugs: 2
Remarks:

040 **Berthing** LOA: Max 220m
Draft: Max 13m (min 10% UKC)
Time: D&N HW to HW+1 & D&N LW to
 LW+1
Tugs: 3 incl 1 GI escort
Remarks: Day 1 pilot, Night 2 pilots.
 Berthing at LW to LW+1: 2 pilots.
 Port side to.

041 **Unberthing** LOA: Max 220m
Draft: Max 13m (min 10% UKC)
Time: 24 hrs
Tugs: 2
Remarks:

050 **Berthing** LOA: Max 250m
Draft: Max 14.6m (min 10% UKC)
Time: D&N HW to HW+1 & D&N LW to
 LW+1
Tugs: 4 incl 1 GI escort.
 If D<13m 3 incl 1 GI escort.
Remarks: 2 pilots.
 Port side to.

051 **Unberthing** LOA: Max 250m
Draft: Max 14.6m (min 10% UKC)
Time: 24 hrs
Tugs: 2
Remarks:

General Remark:

Thrusters are not considered as substitute for tug.

Location : **EMTY-W2**

ExxonMobil T/Y west terminal berth 2

010 Berthing LOA: Max 107m
Draft: Max 7.5m (min 10% UKC)
Time: Day light
Tugs: 2 (grade II) or 2 short (grade I)
Remarks: Port side to

011 Unberthing LOA: Max 107m
Draft: Max 7.5m (min 10% UKC)
Time: 24 hrs
Tugs: 2 (grade II) or 2 short (grade I)
Remarks:

General Remark:

Thrusters are not considered as substitute for tug.

ON TRIALLocation : **EURO-1****Euro-Asia berth 1**

010 **Berthing** LOA: Max 150m
Draft: Max 7.3m (min 10% UKC)
Time: D&N LW to HW+2
Tugs: 2
Remarks: Starboard side to

011 **Unberthing** LOA: Max 150m
Draft: Max 7.3m (min 10% UKC)
Time: 24 hrs
Tugs: 2
Remarks: Starboard side to

020 **Berthing** LOA: Max 165m
Draft: Max 7.3m or 9.0m with pontoon
 (min 10% UKC)
Time: D&N LW to HW+2
Tugs: 2
Remarks: Starboard side to

021 **Unberthing** LOA: Max 165m
Draft: Max 7.3m or 9.0m with pontoon
 (min 10% UKC)
Time: D&N LW-2 to HW+2
Tugs: 2
Remarks: Starboard side to

General Remarks:

1. No outer-fouling.
2. Entrance and dock inshore side should be clear of obstructions. No coasters and barges should be anchored outside and south of the terminal.
3. All coaster and barge traffic within terminal area should be under terminal's control.
4. Thrusters are not considered as substitute for tug.

ON TRIAL

Location : **EURO-2****Euro-Asia berth 2**

010 **Berthing** LOA: Max 150m
Draft: Max 8m (min 10% UKC)
Time: D&N LW to HW+2
Tugs: 2
Remarks: (1) Starboard side to
(2) See General Remarks 1-4

011 **Unberthing** LOA: Max 150m
Draft: Max 8m (min 10% UKC)
Time: 24 hrs
Tugs: 2
Remarks: (1) Starboard side to
(2) See General Remarks 1-4

020 **Berthing** LOA: Max 165m
Draft: Max 8m or 9.5m with pontoon (min
10% UKC)
Time: D&N LW to HW+2
Tugs: 2
Remarks: (1) Starboard side to
(2) See General Remarks 2-4

021 **Unberthing** LOA: Max 165m
Draft: Max 8m or 9.5m with pontoon
(min 10% UKC)
Time: 24 hrs
Tugs: 2
Remarks: (1) Starboard side to
(2) See General Remarks 2-4

030 **Berthing** LOA: Max 200m
Draft: Max 8m or 9.5m with pontoon (min
10% UKC)
Time: D&N LW to LW+2 & HW to HW+1
Tugs: 3
Remarks: (1) Starboard side to
(2) See General Remarks 2-4

031 **Unberthing** LOA: Max 200m
Draft: Max 8m or 9.5m with pontoon
(min 10% UKC)
Time: D&N LW to LW+2 & HW to HW+1
Tugs: 2
Remarks: (1) Starboard side to
(2) See General Remarks 2-4

General Remarks:

1. Port side to permissible for outer end only.
2. Entrance and dock inshore side should be clear of obstructions. No coasters and barges should be anchored outside and south of the terminal.
3. All coaster and barge traffic within terminal area should be under terminal's control.
4. Minimum 2 tugs for berthing / unberthing. If 3 tugs are stipulated, thruster meeting conditions required in the guidelines may be accepted to substitute one tug.

ON TRIALLocation : **EURO-3P****Euro-Asia berth 3P**

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

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

020 **Berthing** LOA: Max 165m
Draft: Max 8.6m with pontoon
 (min 10% UKC)
Time: D&N LW to HW+2
Tugs: 2
Remarks:

021 **Unberthing** LOA: Max 165m
Draft: Max 8.6m with pontoon
 (min 10% UKC)
Time: 24 hrs
Tugs: 2
Remarks:

General Remarks:

1. Berth must be with pontoon.
2. Thrusters are not considered as substitute for tug.
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.

Location : **HKELECT(N)****Lamma power station north wharf***(Declared Depth of Channel & Berth 15.5m)*

010 **Berthing** LOA: Max 172m
Draft: Max 10.0m (min 15% UKC)
Time: 24 hrs
Tugs: 2
Remarks: Starboard side to.

011 **Unberthing** LOA: Max 172m
Draft: Max 10.0m (min 15% UKC)
Time: 24 hrs
Tugs: 2
Remarks:

020 **Berthing** LOA: Max 198m
Draft: Max 11.5m (min 15% UKC)
Time: HW-1.5 to LW+1.5.
 Outerfoul:HW-1.5 to HW+1.
Tugs: 3 incl 2 escort
Remarks: Starboard side to.
 Day 1 pilot, Night 2 pilots.

021 **Unberthing** LOA: Max 198m
Draft: Max 11.5m (min 15% UKC)
Time: 24 hrs
Tugs: 2. If D>9m, 3.
Remarks: Night D>8.5m 2 pilots

030 **Berthing** LOA: Max 250m
Draft: Max 14.6m (min 15% UKC)
Time: HW-1.5 to LW+1.
 Outerfoul:HW-1.5 to HW+1.
Tugs: 4 incl 2 escort
Remarks: Starboard side to.
 Day 1 pilot, Night 2 pilots.

031 **Unberthing** LOA: Max 250m
Draft: Max 14.6m (min 15% UKC)
Time: 24 hrs
Tugs: 3. If D>10m, 4.
Remarks: Day 1 pilot, Night 2 pilots.

040 **Berthing** LOA: Max 262m
Draft: Max 14.6m (min 15% UKC)
Time: Day HW-1 to HW+1 & LW-1 to
 LW+1.
 Outerfoul: Day HW-0.5 to HW+0.5.
Tugs: 4 incl 2 escort
Remarks: 2 pilots. Starboard side to.
 Not exceeding 100,000 DWT.

041 **Unberthing** LOA: Max 262m
Draft: Max 14.6m (min 15% UKC)
Time: 24 hrs
Tugs: 3. If D>10m, 4.
Remarks: 2 pilots

General Remark:

Thrusters are not considered as substitute for tug.

Location : **HKELECT(S)****Lamma power station south wharf***(Declared Depth of Channel & Berth 15.5m)*

010 **Berthing** LOA: Max 172m
Draft: Max 10.0m (min 15% UKC)
Time: 24 hrs
Tugs: 2
Remarks: Starboard side to

011 **Unberthing** LOA: Max 172m
Draft: Max 10.0m (min 15% UKC)
Time: 24 hrs
Tugs: 2
Remarks:

020 **Berthing** LOA: Max 198m
Draft: Max 11.5m (min 15% UKC)
Time: HW-1.5 to LW+1.5
Tugs: 3 incl 2 escort
Remarks: Starboard side to.
Day 1 pilot, Night 2 pilots.

021 **Unberthing** LOA: Max 198m
Draft: Max 11.5m (min 15% UKC)
Time: 24 hrs
Tugs: 2. If D>9m, 3.
Remarks: Night D>8.5m 2 pilots

030 **Berthing** LOA: Max 250m
Draft: Max 14.6m (min 15% UKC)
Time: HW-1.5 to LW+1
Tugs: 4 incl 2 escort
Remarks: Starboard side to.
Day 1 pilot, Night 2 pilots.

031 **Unberthing** LOA: Max 250m
Draft: Max 14.6m (min 15% UKC)
Time: 24 hrs
Tugs: 3. If D>10m 4.
Remarks: Day 1 pilot, Night 2 pilots.

040 **Berthing** LOA: Max 262m
Draft: Max 14.6m (min 15% UKC)
Time: Day HW-1 to HW+1& LW-1 to
LW+1
Tugs: 4 incl 2 escort
Remarks: 2 pilots. Starboard side to.
Not exceeding 100,000 DWT.

041 **Unberthing** LOA: Max 262m
Draft: Max 14.6m (min 15% UKC)
Time: 24 hrs
Tugs: 3. If D>10m, 4.
Remarks: 2 pilots

General Remark:

Thrusters are not considered as substitute for tug.

Location : **JBDGA**

Junk Bay DG anchorage

010 **To anchorage** LOA: Max 183m
Draft: Max 11m (min 10% UKC)
Time: 24 hrs
Tugs: 1 if D>10m
Remarks:

011 **From anchorage** LOA: Max 183m
Draft: Max 11m (min 10% UKC)
Time: 24 hrs
Tugs: 1 if D>10m
Remarks:

Location : **KC1-2****Kwai Chung berth 1-2***(Declared Depth at berth 14.0m)*

010 **Berthing** LOA: Max 130m
Draft: Max 14.0m + 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 14.0m + 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 14.0m + tide – 10% UKC
Time: 24 hrs
Tugs: 2
Remarks:

021 **Unberthing** LOA: Max 230m
Draft: Max 14.0m + tide – 10% UKC
Time: 24 hrs
Tugs: 2
Remarks:

030 **Berthing** LOA: Max 270m
Draft: Max 14.0m + tide – 10% UKC
Time: 24 hrs
Tugs: 2 incl 1 GI escort if no bow thruster.
 1 if bow & stern thrusters fitted.
Remarks:

031 **Unberthing** LOA: Max 270m
Draft: Max 14.0m + tide – 10% UKC
Time: 24 hrs
Tugs: 2.
 1 if bow & stern thrusters fitted.
Remarks:

040 **Berthing** LOA: Max 340m
Draft: Max 14.0m + tide – 10% UKC
Time: 24 hrs
Tugs: 3 incl 1 GI escort if no bow thruster.
 1 if bow & stern thrusters fitted.
Remarks:

041 **Unberthing** LOA: Max 340m
Draft: Max 14.0m + tide – 10% UKC
Time: 24 hrs
Tugs: 2.
 1 if bow & stern thrusters fitted.
Remarks:

050 **Berthing** LOA: Max 370m
Draft: Max 14.0m + tide – 10% UKC
Time: 24 hrs
Tugs: 3 incl 1 GI escort if no bow thruster.
 2 if bow & stern thrusters fitted.
 D>13.0m, 4 incl 1 GI escort if no
 bow thruster.
Remarks:

051 **Unberthing** LOA: Max 370m
Draft: Max 14.0m + tide – 10% UKC
Time: 24 hrs
Tugs: 2.
 1 if bow & stern thrusters fitted.
 D>13.0m, 3, 2 if bow & stern
 thrusters fitted.
Remarks:

General Remark:

Please see Chapters 2, 3 & 4 on general requirements for Kwai Chung Terminals.

Location : **KC3****Kwai Chung berth 3***(Declared Depth at berth 14.0m)*

010 **Berthing** LOA: Max 130m
Draft: Max 14.0m + 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 14.0m + 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 14.0m + tide – 10% UKC
Time: 24 hrs
Tugs: 2
Remarks:

021 **Unberthing** LOA: Max 230m
Draft: Max 14.0m + tide – 10% UKC
Time: 24 hrs
Tugs: 2
Remarks:

030 **Berthing** LOA: Max 270m
Draft: Max 14.0m + tide – 10% UKC
Time: 24 hrs
Tugs: 2 incl 1 GI escort if no bow thruster.
 1 if bow & stern thrusters fitted.
Remarks:

031 **Unberthing** LOA: Max 270m
Draft: Max 14.0m + tide – 10% UKC
Time: 24 hrs
Tugs: 2.
 1 if bow & stern thrusters fitted.
Remarks:

040 **Berthing** LOA: Max 340m
Draft: Max 14.0m + tide – 10% UKC
Time: 24 hrs
Tugs: 3 incl 1 GI escort if no bow thruster.
 1 if bow & stern thrusters fitted.
Remarks:

041 **Unberthing** LOA: Max 340m
Draft: Max 14.0m + tide – 10% UKC
Time: 24 hrs
Tugs: 2.
 1 if bow & stern thrusters fitted.
Remarks:

050 **Berthing** LOA: Max 370m
Draft: Max 14.0m + tide – 10% UKC
Time: 24 hrs
Tugs: 3 incl 1 GI escort if no bow thruster.
 2 if bow & stern thrusters fitted.
 D>13.0m, 4 incl 1 GI escort if no
 bow thruster.
Remarks:

051 **Unberthing** LOA: Max 370m
Draft: Max 14.0m + tide – 10% UKC
Time: 24 hrs
Tugs: 2, 1 if bow & stern thrusters fitted.
 D>13.0m, 3, 2 if bow & stern
 thrusters fitted.
Remarks:

General Remark:

Please see Chapters 2, 3 & 4 on general requirements for Kwai Chung Terminals.

Location : **KC4****Kwai Chung berth 4***(Declared Depth at berth 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 escort 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 escort 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 370m
Draft: Max 14.2m + tide – 10% UKC
Time: 24 hrs
Tugs: 3 incl 1 GI escort if no bow thruster.
 2 if bow & stern thrusters fitted.
 D>13.0m, 4 incl 1 GI escort if no
 bow thruster.
Remarks:

051 **Unberthing** LOA: Max 370m
Draft: Max 14.2m + tide – 10% UKC
Time: 24 hrs
Tugs: 2, 1 if bow & stern thrusters fitted.
 D>13.0m, 3, 2 if bow & stern
 thrusters fitted.
Remarks:

General Remark:

Please see Chapters 2, 3 & 4 on general requirements for Kwai Chung Terminals.

ON TRIAL

Location : **KC5****Kwai Chung berth 5***(Declared Depth at berth 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 escort 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 300m
Draft: Max 15.0m + tide – 10% UKC
Time: 24 hrs
Tugs: 3 incl 1 GI escort if no bow thruster.
 1 if bow & stern thrusters fitted.
Remarks:

041 **Unberthing** LOA: Max 300m
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 escort if no bow thruster.
 1 if bow & stern thrusters fitted.
Remarks:

051 **Unberthing** LOA: Max 340m
Draft: Max 15.0m + tide – 10% UKC
Time: 24 hrs
Tugs: 2, 1 if bow & stern thrusters fitted.
Remarks: D&N LW+1 to HW+1, thrusters not considered.

060 **Berthing** LOA: Max 370m
Draft: Max 15.0m + tide – 10% UKC
Time: 24 hrs
Tugs: 3 incl 1 GI escort if no bow thruster.
 2 if bow & stern thrusters fitted.
 D>12.5m, 4 incl 1 GI escort if no bow thruster.
Remarks:

061 **Unberthing** LOA: Max 370m
Draft: Max 15.0m + tide – 10% UKC
Time: 24 hrs
Tugs: 3, 2 if bow & stern thrusters fitted.
Remarks:

ON TRIAL

Location : KC5

Kwai Chung berth 5

(Declared Depth at berth 15.5m)

070 **Berthing** LOA: Max 400m
Draft: Max 15.0m + tide – 10% UKC
Time: 24 hrs
Tugs: 4 incl 1 GI escort if no bow thruster.
 D>12.5m, 5 incl 1 GI escort if no
 bow thruster, 4 if one 5000HP tug is
 used.
Remarks: All quay cranes at KC1 with distance
 less than 150m from KC5 quayside
 must be boom up.
 Port side to.

071 **Unberthing** LOA: Max 400m
Draft: Max 15.0m + tide – 10% UKC
Time: 24 hrs
Tugs: 4
Remarks: All quay cranes at KC1 with
 distance less than 150m from KC5
 quayside must be boom up.

General Remark:

Please see Chapters 2, 3 & 4 on general requirements for Kwai Chung Terminals.

Location : **KC6****Kwai Chung berth 6***(Declared Depth at berth 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 escort 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 300m
Draft: Max 14.2m + tide – 10% UKC
Time: 24 hrs
Tugs: 3 incl 1 GI escort if no bow thruster.
1 if bow & stern thrusters fitted.
Remarks:

041 **Unberthing** LOA: Max 300m
Draft: Max 14.2m + tide – 10% UKC
Time: 24 hrs
Tugs: 2, 1 if bow & stern thrusters fitted.
Remarks:

050 **Berthing** LOA: Max 340m
Draft: Max 14.2m + tide – 10% UKC
Time: 24 hrs
Tugs: 3 incl 1 GI escort if no bow thruster.
2 if bow & stern thrusters fitted.
Remarks: Port side to

051 **Unberthing** LOA: Max 340m
Draft: Max 14.2m + tide – 10% UKC
Time: 24 hrs
Tugs: 2, 1 if bow & stern thrusters fitted.
D>12.5m, 3, 2 if bow & stern thrusters fitted.
Remarks:

060 **Berthing** LOA: Max 350m
Draft: Max 14.2m + tide – 10% UKC
Time: 24 hrs
Tugs: 3 incl 1 GI escort if no bow thruster.
2 if bow & stern thrusters fitted.
D>12.5m, 4 incl 1 GI escort if no bow thruster.
Remarks: Port side to

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

General Remark:

Please see Chapters 2, 3 & 4 on general requirements for Kwai Chung Terminals.

Location : **KC6/O-F****Kwai Chung berth 6 outer-foul***(Declared Depth at berth 14.2m)*

010 **Berthing** LOA: Max 200m
Draft: Max 10.0m + tide – 10% UKC
Time: 24 hrs
Tugs: 2
Remarks: Thrusters not considered if stern in

011 **Unberthing** LOA: Max 200m
Draft: Max 10.0m + tide – 10% UKC
Time: 24 hrs
Tugs: 2
Remarks:

020 **Berthing** LOA: Max 250m
Draft: Max 14.2m + tide – 10% UKC
Time: 24 hrs
Tugs: 2
Remarks: Thrusters not considered

021 **Unberthing** LOA: Max 250m
Draft: Max 14.2m + tide – 10% UKC
Time: 24 hrs
Tugs: 2
Remarks: Thrusters not considered

030 **Berthing** LOA: Max 290m
Draft: Max 14.2m + tide – 10% UKC
Time: 24 hrs
Tugs: 3
Remarks: No stern in.
Full length of opposite berth must be clear.

031 **Unberthing** LOA: Max 290m
Draft: Max 14.2m + tide – 10% UKC
Time: 24 hrs
Tugs: 2
Remarks: Thrusters not considered

General Remark:

Please see Chapters 2, 3 & 4 on general requirements for Kwai Chung Terminals.

Location : **KC7****Kwai Chung berth 7***(Declared Depth at berth 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 escort 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 300m
Draft: Max 15.0m + tide – 10% UKC
Time: 24 hrs
Tugs: 3 incl 1 GI escort if no bow thruster.
 1 if bow & stern thrusters fitted.
Remarks:

041 **Unberthing** LOA: Max 300m
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 escort if no bow thruster.
 2 if bow & stern thrusters fitted.
 D>12.5m, 4 incl 1 GI escort if no bow thruster
Remarks: Starboard side to

051 **Unberthing** LOA: Max 340m
Draft: Max 15.0m + tide – 10% UKC
Time: 24 hrs
Tugs: 2, 1 if bow & stern thrusters fitted.
 D>12.5m, 3, 2 if bow & stern thrusters fitted.
Remarks:

060 **Berthing** LOA: Max 350m
Draft: Max 15.0m + tide – 10% UKC
Time: 24 hrs
Tugs: 3 incl 1 GI escort if no bow thruster.
 2 if bow & stern thrusters fitted.
 D>12.5m, 4 incl 1 GI escort if no bow thruster.
Remarks: Starboard side to

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

General Remark:

Please see Chapters 2, 3 & 4 on general requirements for Kwai Chung Terminals.

Location : **KC7/O-F****Kwai Chung berth 7 outer-foul***(Declared Depth at berth 15.5m)*

010 **Berthing** LOA: Max 200m
Draft: Max 10.0m + tide – 10% UKC
Time: 24 hrs
Tugs: 2
Remarks: Thrusters not considered if stern in

011 **Unberthing** LOA: Max 200m
Draft: Max 10.0m + tide – 10% UKC
Time: 24 hrs
Tugs: 2
Remarks:

020 **Berthing** LOA: Max 250m
Draft: Max 15.0m + tide – 10% UKC
Time: 24 hrs
Tugs: 2
Remarks: Thrusters not considered

021 **Unberthing** LOA: Max 250m
Draft: Max 15.0m + tide – 10% UKC
Time: 24 hrs
Tugs: 2
Remarks: Thrusters not considered

030 **Berthing** LOA: Max 290m
Draft: Max 15.0m + tide – 10% UKC
Time: 24 hrs
Tugs: 3
Remarks: No stern in.
Full length of opposite berth must be clear.

031 **Unberthing** LOA: Max 290m
Draft: Max 15.0m + tide – 10% UKC
Time: 24 hrs
Tugs: 2
Remarks: Thrusters not considered

General Remark:

Please see Chapters 2, 3 & 4 on general requirements for Kwai Chung Terminals.

ON TRIALLocation : **KC8-9****Kwai Chung berth 8-9***(Declared Depth at berth 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 escort 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 escort 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 370m
Draft: Max 15.0m + tide – 10% UKC
Time: 24 hrs
Tugs: 3 incl 1 GI escort if no bow thruster.
 2 if bow & stern thrusters fitted.
 D>13.0m, 4 incl 1 GI escort if no bow thruster.
Remarks:

051 **Unberthing** LOA: Max 370m
Draft: Max 15.0m + tide – 10% UKC
Time: 24 hrs
Tugs: 2, 1 if bow & stern thrusters fitted.
 D>13.0m, 3, 2 if bow & stern thrusters fitted.
Remarks:

060 **Berthing** LOA: Max 400m
Draft: Max 15.0m + tide – 10% UKC
Time: 24 hrs
Tugs: 4 incl 1 GI escort if no bow thruster.
 D>13.0m, 5 incl 1 GI escort if no bow thruster, 4 if one 5000HP tug is used.
Remarks:

061 **Unberthing** LOA: Max 400m
Draft: Max 15.0m + tide – 10% UKC
Time: 24 hrs
Tugs: 4
Remarks:

General Remark:

Please see Chapters 2, 3 & 4 on general requirements for Kwai Chung Terminals.

Location : **KC10C,10E****Kwai Chung berth 10C & 10E***(Declared Depth at berth 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 escort 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 300m
Draft: Max 15.0m + tide – 10% UKC
Time: 24 hrs
Tugs: 3 incl 1 GI escort if no bow thruster.
1 if bow & stern thrusters fitted.
Remarks: Stern in 3 tugs

041 **Unberthing** LOA: Max 300m
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 escort if no bow thruster.
1 if bow & stern thrusters fitted.

051 **Unberthing** LOA: Max 340m
Draft: Max 15.0m + tide – 10% UKC
Time: 24 hrs
Tugs: 2, 1 if bow & stern thrusters fitted.
D>12.5m, 3, 1 if bow & stern thrusters fitted.

Remarks: Port side to**Remarks:****General Remarks:**

1. Please see Chapters 2, 3 & 4 on general requirements for Kwai Chung Terminals.
2. 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 and/or stern thruster(s) are fitted.

ON TRIAL

Location : **KC10W****Kwai Chung berth 10W***(Declared Depth at berth 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 escort 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 300m
Draft: Max 15.0m + tide – 10% UKC
Time: 24 hrs
Tugs: 3 incl 1 GI escort if no bow thruster.
1 if bow & stern thrusters fitted.
Remarks: Stern in 3 tugs

041 **Unberthing** LOA: Max 300m
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 escort if no bow thruster.
1 if bow & stern thrusters fitted.
Remarks: Stern in 3 tugs

051 **Unberthing** LOA: Max 340m
Draft: Max 15.0m + tide – 10% UKC
Time: 24 hrs
Tugs: 2, 1 if bow & stern thrusters fitted.
D>12.5m, 3, 1 if bow & stern thrusters fitted.
Remarks:

060 **Berthing** LOA: Max 370m
Draft: Max 15.0m + tide – 10% UKC
Time: 24 hrs
Tugs: 3 incl 1 GI escort if no bow thruster.
2 if bow & stern thrusters fitted.
D>12.5m, 4 incl 1 GI escort if no bow thruster.
Remarks: Port side to

061 **Unberthing** LOA: Max 370m
Draft: Max 15.0m + tide – 10% UKC
Time: 24 hrs
Tugs: 3, 2 if bow & stern thrusters fitted.
Remarks:

General Remarks:

1. Please see Chapters 2, 3 & 4 on general requirements for Kwai Chung Terminals.
2. 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 and/or stern thruster(s) are fitted.

Location : **KC 11****Kwai Chung berth 11***(Declared Depth at berth 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 escort 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 300m
Draft: Max 15.0m + tide – 10% UKC
Time: 24 hrs
Tugs: 3 incl 1 GI escort if no bow thruster.
 1 if bow & stern thrusters fitted.
Remarks: Stern in 3 tugs.

041 **Unberthing** LOA: Max 300m
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 escort if no bow thruster.
 1 if bow & stern thrusters fitted.
Remarks: Starboard side to

051 **Unberthing** LOA: Max 340m
Draft: Max 15.0m + tide – 10% UKC
Time: 24 hrs
Tugs: 2, 1 if bow & stern thrusters fitted.
 D>12.5m, 3, 1 if bow & stern thrusters fitted.
Remarks:

General Remarks:

1. Please see Chapters 2, 3 & 4 on general requirements for Kwai Chung Terminals.
2. 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 and/or stern thruster(s) are fitted.

Location : **KC12****Kwai Chung berth 12***(Declared Depth at berth 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 escort 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 300m
Draft: Max 15.0m + tide – 10% UKC
Time: 24 hrs
Tugs: 3 incl 1 GI escort if no bow thruster.
1 if bow & stern thrusters fitted.
Remarks: Stern in 3 tugs.

041 **Unberthing** LOA: Max 300m
Draft: Max 15.0m + tide – 10% UKC
Time: 24 hr
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 escort if no bow thruster.
1 if bow & stern thrusters fitted.
Remarks: Starboard side to

051 **Unberthing** LOA: Max 340m
Draft: Max 15.0m + tide – 10% UKC
Time: 24 hrs
Tugs: 2, 1 if bow & stern thrusters fitted.
D>12.5m, 3, 1 if bow & stern thrusters fitted.
Remarks:

060 **Berthing** LOA: Max 370m
Draft: Max 15.0m + tide – 10% UKC
Time: 24 hrs
Tugs: 3 incl 1 GI escort if no bow thruster.
2 if bow & stern thrusters fitted.
D>12.5m, 4 incl 1 GI escort if no bow thruster.
Remarks: Starboard side to

061 **Unberthing** LOA: Max 370m
Draft: Max 15.0m + tide – 10% UKC
Time: 24 hrs
Tugs: 3, 2 if bow & stern thrusters fitted.
Remarks:

General Remarks:

1. Please see Chapters 2, 3 & 4 on general requirements for Kwai Chung Terminals.
2. 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 and/or stern thruster(s) are fitted.

ON TRIAL

Location : **KC13-14****Kwai Chung berth 13-14***(Declared Depth at berth 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 escort 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 300m
Draft: Max 15.0m + tide – 10% UKC
Time: 24 hrs
Tugs: 3 incl 1 GI escort if no bow thruster.
 1 if bow & stern thrusters fitted.
Remarks: Stern in 3 tugs

041 **Unberthing** LOA: Max 300m
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 escort if no bow thruster.
 1 if bow & stern thrusters fitted.
Remarks: Stern in 3 tugs

051 **Unberthing** LOA: Max 340m
Draft: Max 15.0m + tide – 10% UKC
Time: 24 hrs
Tugs: 2, 1 if bow & stern thrusters fitted.
 D>12.5m, 3, 1 if bow & stern
 thrusters fitted.
Remarks:

ON TRIAL

Location : **KC13-14****Kwai Chung berth 13-14***(Declared Depth at berth 15.5m)*060 **Berthing** LOA: Max 370m**Draft:** Max 15.0m + tide – 10% UKC**Time:** 24 hrs

D>12.5m, D&N LW+1 to HW+2.

Tugs: 3 incl 1 GI escort if no bow thruster.
2 if bow & stern thrusters fitted.D>12.5m, 4 incl 1 GI escort if no
bow thruster.**Remarks:** Starboard side to061 **Unberthing** LOA: Max 370m**Draft:** Max 15.0m + tide – 10% UKC**Time:** 24 hrs**Tugs:** 3, 2 if bow & stern thrusters fitted.**Remarks:**070 **Berthing** LOA: Max 400m**Draft:** Max 15.0m + tide – 10% UKC**Time:** D&N LW+1 to HW+2.**Tugs:** 4 incl 1 GI escort if no bow thruster.
D>12.5m, 5 incl 1 GI escort if no
bow thruster, 4 if one 5000HP tug is
used.**Remarks:** Starboard side to071 **Unberthing** LOA: Max 400m**Draft:** Max 15.0m + tide – 10% UKC**Time:** D&N LW+1 to HW+2**Tugs:** 4**Remarks:****General Remarks:**

1. Please see Chapters 2, 3 & 4 on general requirements for Kwai Chung Terminals.
2. 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 and/or stern thruster(s) are fitted.

Location: **KC15****Kwai Chung berth 15***(Declared Depth at berth 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: Port side to if LOA>200m

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 to

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 escort if no bow thruster.
 1 if bow & stern thrusters fitted.
Remarks: Port side to

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 escort if no bow thruster.
 1 if bow & stern thrusters fitted.
Remarks: Port side to.

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 370m
Draft: Max 15.0m + tide – 10% UKC
Time: 24 hrs
Tugs: 3 Incl 1 GI escort if no bow thruster.
 2 if bow & stern thrusters fitted.
 D>13.0m, 4 incl 1 GI escort if no
 bow thruster.

061 **Unberthing** LOA: Max 370m
Draft: Max 15.0m + tide – 10% UKC
Time: 24 hrs
Tugs: 2, 1 if bow & stern thrusters fitted.
 D>13.0m, 3, 2 if bow & stern
 thrusters fitted.

Remarks: Port side to**Remarks:****General Remarks:**

1. Please see Chapters 2, 3 & 4 on general requirements for Kwai Chung Terminals.
2. Berthing: Swing around minimum 2 tugs.

ON TRIAL

Location: **KC16-19****Kwai Chung berth 16-19***(Declared Depth at berth 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 hr.
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 escort 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 escort 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 370m
Draft: Max 15.0m + tide – 10% UKC
Time: 24 hrs
Tugs: 3 incl 1 GI escort if no bow thruster.
 2 if bow & stern thrusters fitted.
 D>13.0m, 4 incl 1 GI escort if no
 bow thruster.
Remarks:

051 **Unberthing** LOA: Max 370m
Draft: Max 15.0m + tide – 10% UKC
Time: 24 hrs
Tugs: 2, 1 if bow & stern thrusters fitted.
 D>13.0m, 3, 2 if bow & stern
 thrusters fitted.
Remarks:

060 **Berthing** LOA: Max 400m
Draft: Max 15.0m + tide – 10% UKC
Time: 24 hrs
Tugs: 4 incl 1 GI escort if no bow thruster.
 D>13.0m, 5 incl 1 GI escort if no
 bow thruster, 4 if one 5000HP tug is
 used.
Remarks:

061 **Unberthing** LOA: Max 400m
Draft: Max 15.0m + tide – 10% UKC
Time: 24 hrs
Tugs: 4
Remarks:

General Remarks:

1. Please see Chapters 2, 3 & 4 on general requirements for Kwai Chung Terminals.
2. Berthing: LOA >130m swing around &/or Wedge-in minimum 2 tugs.

Location: **KC20****Kwai Chung berth 20***(Declared Depth at Berth 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 escort 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 310m
Draft: Max 15.0m + tide – 10% UKC
Time: 24 hrs
Tugs: 3 incl 1 GI escort if no bow thruster.
 1 if bow & stern thrusters fitted.
Remarks:

041 **Unberthing** LOA: Max 310m
Draft: Max 15.0m + tide – 10% UKC
Time: 24 hrs
Tugs: 2, 1 if bow & stern thrusters fitted.
Remarks:

General Remarks:

1. Please see Chapters 2, 3 & 4 on general requirements for Kwai Chung Terminals.
2. Berthing: LOA >130m swing around &/or Wedge-in minimum 2 tugs.

Location : **KEL-1**

Kellett Anchorage No.1

010 **To anchorage** LOA: Max 300m
Draft: Max 11.0m (min 10% UKC)
Time: 24 hrs
Tugs: 1 if D>10m or LOA > 230m
Remarks:

011 **From anchorage** LOA: Max 300m
Draft: Max 11.0m (min 10% UKC)
Time: 24 hrs
Tugs: 1 if D>10m or LOA > 230m
Remarks:

Location : **KEL-2**

Kellett Anchorage No.2

010 **To anchorage** LOA: Max 150m

Draft: Max 6.5m (min 10% UKC)

Time: 24 hrs

Tugs:

Remarks:

011 **From anchorage** LOA: Max 150m

Draft: Max 6.5m (min 10% UKC)

Time: 24 hrs

Tugs:

Remarks:

Location : **KEL-3**

Kellett Anchorage No.3

010 **To anchorage** LOA: Max 180m
Draft: Max 9.5m (min 10% UKC)
Time: 24 hrs
Tugs:
Remarks:

011 **From anchorage** LOA: Max 180m
Draft: Max 9.5m (min 10% UKC)
Time: 24 hrs
Tugs:
Remarks:

ON TRIALLocation : **KTCT-1 Kai Tak Cruise Terminal Berth 1***(Declared Depth: 12.0m at Turning Basin / 13.0m at Berth)*

010 **Berthing** LOA: Max 130m
Draft: Max 8m (min 10% UKC)
Time: 24 hrs
Tugs: 2
Remarks: .

011 **Unberthing** LOA: Max 130m
Draft: Max 8m (min 10% UKC)
Time: 24 hrs
Tugs: 2
Remarks:

020 **Berthing** LOA: Max 230m
Draft: Max 11m (min 10% UKC)
Time: 24 hrs
Tugs: 2. If D>10m incl 1 TCS4 escort
Remarks:

021 **Unberthing** LOA: Max 230m
Draft: Max 11m (min 10% UKC)
Time: 24 hrs
Tugs: 2. If D>10m incl 1 escort
Remarks:

030 **Berthing** LOA: Max 270m
Draft: Max 11m (min 10% UKC)
Time: Starboard side to: D&N HW to LW.
 Port side to: D&N LW to HW.
Tugs: 3 incl 1 TCS4 escort
Remarks:

031 **Unberthing** LOA: Max 270m
Draft: Max 11m (min 10% UKC)
Time: 24 hrs
Tugs: 2 incl 1 escort
Remarks:

040 **Berthing** LOA: Max 365m
Draft: Max 11m (min 10% UKC)
Time: Starboard side to: D&N HW to LW.
 Port side to: D&N LW to HW.
Tugs: 3 incl 1 TCS4 escort
Remarks: 2 pilots

041 **Unberthing** LOA: Max 365m
Draft: Max 11m (min 10% UKC)
Time: 24 hrs
Tugs: 2 incl 1 escort
Remarks: 2 pilots

General Remarks:

1. For LOA > 270m, berthing/unberthing operations shall be postponed when wind force in the harbour area is greater than 21 knots, and/or strong monsoon signal is hoisted, and/or typhoon signal No.3 is hoisted whichever is applicable.
1. The BGL of Cruise Ship Transiting Central Harbour shall be applied for vessels crossing Central Harbour.
2. Minimum fore and aft clearances are 40m.

ON TRIALLocation : **KTCT-2 Kai Tak Cruise Terminal Berth 2***(Declared Depth: 12.0m at Turning Basin / 13.0m at Berth)*

010	Berthing	LOA: Max 130m	011	Unberthing	LOA: Max 130m
Draft:	Max 8m (min 10% UKC)		Draft:	Max 8m (min 10% UKC)	
Time:	24 hrs		Time:	24 hrs	
Tugs:	2		Tugs:	2	
Remarks:			Remarks:		
020	Berthing	LOA: Max 230m	021	Unberthing	LOA: Max 230m
Draft:	Max 11m (min 10% UKC)		Draft:	Max 11m (min 10% UKC)	
Time:	24 hr.		Time:	24 hrs	
Tugs:	2. If D>10m incl 1 TCS4 escort		Tugs:	2. If D>10m incl 1 escort	
Remarks:			Remarks:		
030	Berthing	LOA: Max 270m	031	Unberthing	LOA: Max 270m
Draft:	Max 11m (min 10% UKC)		Draft:	Max 11m (min 10% UKC)	
Time:	Starboard side to: D&N HW to LW. Port side to: D&N LW to HW.		Time:	24 hrs	
Tugs:	3 incl 1 TCS4 escort		Tugs:	2 incl 1 escort	
Remarks:			Remarks:		
040	Berthing	LOA: Max 365m	041	Unberthing	LOA: Max 365m
Draft:	Max 11m (min 10% UKC)		Draft:	Max 11m (min 10% UKC)	
Time:	Starboard side to: D&N HW to LW. Port side to: D&N LW to HW.		Time:	24 hrs	
Tugs:	3 incl 1 TCS4 escort		Tugs:	2 incl 1 escort	
Remarks:	2 pilots		Remarks:	2 pilots	

General Remarks:

1. For LOA > 270m, berthing/unberthing operations shall be postponed when wind force in the harbour area is greater than 21 knots, and/or strong monsoon signal is hoisted, and/or typhoon signal No.3 is hoisted whichever is applicable.
2. The BGL of Cruise Ship Transiting Central Harbour shall be applied for vessels crossing Central Harbour.
3. Outer-foul shall be applied if KTCT-1 berthed with vessel LOA > 230m, see KTCT-2/O-F.
4. Minimum fore and aft clearances are 40m.

ON TRIALLocation : **KTCT-2/O-F****Kai Tak Cruise Terminal Berth 2 outer-foul***(Declared Depth: 12.0m at Turning Basin / 13.0m at Berth)*

010	Berthing	LOA: Max 130m	011	Unberthing	LOA: Max 130m
Draft:	Max 8m (min 10% UKC)		Draft:	Max 8m (min 10% UKC)	
Time:	24 hrs		Time:	24 hrs	
Tugs:	2		Tugs:	2	
Remarks:			Remarks:		
020	Berthing	LOA: Max 230m	021	Unberthing	LOA: Max 230m
Draft:	Max 11m (min 10% UKC)		Draft:	Max 11m (min 10% UKC)	
Time:	24 hrs		Time:	24 hrs	
Tugs:	2. If D>10m incl 1 TCS4 escort		Tugs:	2. If D>10m incl 1 escort	
Remarks:			Remarks:		
030	Berthing	LOA: Max 270m	031	Unberthing	LOA: Max 270m
Draft:	Max 11m (min 10% UKC)		Draft:	Max 11m (min 10% UKC)	
Time:	Starboard side to: D&N HW to LW. Port side to: D&N LW to HW.		Time:	24 hrs	
Tugs:	3 incl 1 TCS4 escort		Tugs:	2 incl 1 escort	
Remarks:			Remarks:		
040	Berthing	LOA: Max 300m	041	Unberthing	LOA: Max 300m
Draft:	Max 11m (min 10% UKC)		Draft:	Max 11m (min 10% UKC)	
Time:	Starboard side to: D&N HW to LW.		Time:	24 hrs	
Tugs:	3 incl 1 TCS4 escort		Tugs:	2 incl 1 escort	
Remarks:	2 pilots		Remarks:	2 pilots	

General Remarks:

1. For LOA > 270m, berthing/unberthing operations shall be postponed when wind force in the harbour area is greater than 21 knots, and/or strong monsoon signal is hoisted, and/or typhoon signal No.3 is hoisted whichever is applicable.
2. The BGL of Cruise Ship Transiting Central Harbour shall be applied for vessels crossing Central Harbour.
3. Outer-foul shall be applied if KTCT-1 berthed with vessel LOA > 230m.
4. Minimum fore and aft clearances are 40m.

Location : **KYCA**

Kau Yi Chau DG anchorage

010 **To anchorage** LOA: Max 120m

Draft: Max 7m (min 10% UKC)

Time: 24 hrs

Tugs:

Remarks:

011 **From anchorage** LOA: Max 120m

Draft: Max 7m (min 10% UKC)

Time: 24 hrs

Tugs:

Remarks:

Location : **LOP**

Lok On Pai oil berth

010 **Berthing** LOA: Max 122m
Draft: Max 8m (min 15% UKC)
Time: Day
Tugs: 2
Remarks:

011 **Unberthing** LOA: Max 122m
Draft: Max 8m (min 15% UKC)
Time: Day
Tugs: 2
Remarks:

Location : **MFT**

Macau ferry terminal

010 **Berthing** LOA: Max 120m
Draft: Max 5m (min 10% UKC)
Time: 24 hrs
Tugs: 2
Remarks:

011 **Unberthing** LOA: Max 120m
Draft: Max 5m (min 10% UKC)
Time: 24 hrs
Tugs: 2
Remarks:

Location : **MWA**

Ma Wan anchorage

010 To anchorage LOA: Max 230m
Draft: Ma. 12.6m (min 10% UKC)
Time: 24 hrs
Tugs: 1 if D>10m
Remarks:

011 From anchorage LOA: Max 230m
Draft: Max 12.6m (min 10% UKC)
Time: 24 hrs
Tugs: 1 if D>10m
Remarks:

020 To anchorage LOA: Max 320m
Draft: Max 12.6m (min 10% UKC)
Time: 24 hrs
Tugs: 1
Remarks:

021 From anchorage LOA: Max 320m
Draft: Max 12.6m (min 10% UKC)
Time: 24 hrs
Tugs: 1
Remarks:

Location : **NLA**

North Lamma anchorage

010 To anchorage LOA: Max 230m
Draft: Max 12.9m (min 10% UKC)
Time: 24 hrs
Tugs: 1 if D>10m
Remarks:

011 From anchorage LOA: Max 230m
Draft: Max 12.9m (min 10% UKC)
Time: 24 hrs
Tugs: 1 if D>10m
Remarks:

020 To anchorage LOA: Max 350m
Draft: Max 12.9m (min 10% UKC)
Time: 24 hrs
Tugs: 1
Remarks:

021 From anchorage LOA: Max 350m
Draft: Max 12.9m (min 10% UKC)
Time: 24 hrs
Tugs: 1
Remarks:

Location : **NWLA**

North West Lamma anchorage

010 To anchorage LOA: Max 230m
Draft: Max 7.5m (min 10% UKC)
Time: 24 hrs
Tugs:
Remarks:

011 From anchorage LOA: Max 230m
Draft: Max 7.5m (min 10% UKC)
Time: 24 hrs
Tugs:
Remarks:

020 To anchorage LOA: Max 300m
Draft: Max 7.5m (min 10% UKC)
Time: 24 hrs
Tugs: 1
Remarks:

021 From anchorage LOA: Max 300m
Draft: Max 7.5m (min 10% UKC)
Time: 24 hrs
Tugs: 1
Remarks:

Location : OTN

Ocean Terminal north berth

010 **Berthing** LOA: Max 80m
Draft: Max 7.5m (min 10% UKC)
Time: 24 hrs
Tugs: 1
Remarks:

011 **Unberthing** LOA: Max 80m
Draft: Max 7.5m (min 10% UKC)
Time: 24 hrs
Tugs: 1
Remarks:

020 **Berthing** LOA: Max 130m
Draft: Max 8.5m (min 10% UKC)
Time: 24 hrs
Tugs: 2
Remarks:

021 **Unberthing** LOA: Max 130m
Draft: Max 8.5m (min 10% UKC)
Time: 24 hrs
Tugs: 2
Remarks:

030 **Berthing** LOA: Max 230m
Draft: Max 8.5m (min 10% UKC)
Time: 24 hrs
Tugs: 2
Remarks: Starboard side to

031 **Unberthing** LOA: Max 230m
Draft: Max 8.5m (min 10% UKC)
Time: 24 hrs
Tugs: 2
Remarks:

040 **Berthing** LOA: Max 270m
Draft: Max 8.5m (min 10% UKC)
Time: D&N LW-1 to HW-1
Tugs: 3 incl 1 GI escort
Remarks: Starboard side to

041 **Unberthing** LOA: Max 270m
Draft: Max 8.5m (min 10% UKC)
Time: 24 hrs
Tugs: 2 incl 1 escort
Remarks:

Location : **OTN/O-F**

Ocean Terminal north berth outer-foul

010 **Berthing** LOA: Max 175m
Draft: Max 7.2m (min 10% UKC)
Time: D&N LW-1 to HW+1
Tugs: 2
Remarks: Starboard side to

011 **Unberthing** LOA: Max 175m
Draft: Max 7.2m (min 10% UKC)
Time: D&N LW-1 to HW+1
Tugs: 2
Remarks:

Location : **OTS****Ocean Terminal south berth**

010 **Berthing** LOA: Max 80m
Draft: Max 7.5m (min 10% UKC)
Time: 24 hrs
Tugs: 1
Remarks:

011 **Unberthing** LOA: Max 80m
Draft: Max 7.5m (min 10% UKC)
Time: 24 hrs
Tugs: 1
Remarks:

020 **Berthing** LOA: Max 130m
Draft: Max 8m (min 10% UKC)
Time: 24 hrs
Tugs: 2
Remarks:

021 **Unberthing** LOA: Max 130m
Draft: Max 8m (min 10% UKC)
Time: 24 hrs
Tugs: 2
Remarks:

030 **Berthing** LOA: Max 230m
Draft: Max 10.67m (min 10% UKC)
Time: 24 hrs
Tugs: 2. If D>10m incl 1 GI escort
Remarks:

031 **Unberthing** LOA: Max 230m
Draft: Max 10.67m (min 10% UKC)
Time: 24 hrs
Tugs: 2. If D>10m incl 1 escort
Remarks:

040 **Berthing** LOA: Max 270m
Draft: Max 10.67m (min 10% UKC)
Time: D&N HW-2 to LW+2
Tugs: 3 incl 1 GI escort
Remarks: Port side to.
 Max Fwd = 9.45m Aft =10.67m.

041 **Unberthing** LOA: Max 270m
Draft: Max 10.67m (min 10% UKC)
Time: 24 hrs
Tugs: 2 incl 1 escort
Remarks: Max Fwd = 9.45m Aft =10.67m.

050 **Berthing** LOA: Max 290m
Draft: Max 10.67m (min 10% UKC)
Time: D&N HW-2 to LW+1
Tugs: 3 incl 1 GI escort
Remarks: 2 pilots. Port side to.
 Max Fwd = 9.45m Aft =10.67m.

051 **Unberthing** LOA: Max 290m
Draft: Max 10.67m (min 10% UKC)
Time: D&N HW-2 to LW+2
Tugs: 2 incl 1 escort
Remarks: 2 pilots.
 Max Fwd = 9.45m Aft =10.67m.

Location : **OTS/O-F**

Ocean Terminal south berth outer-foul

010 **Berthing** LOA: Max 175m
Draft: Max 8.5m (min 10% UKC)
Time: 24 hrs
Tugs: 2
Remarks:

011 **Unberthing** LOA: Max 175m
Draft: Max 8.5m (min 10% UKC)
Time: 24 hrs
Tugs: 2
Remarks:

ON TRIAL

Location : PAFF

Permanent Aviation Fuel Facility

010 **Berthing** LOA: Max 120m
Draft: Max 7m (min 15% UKC)
Time: D&N @ berth.
 LW+1 to HW+2 @ Mawan.
Tugs: 2
Remarks: Stem to tide for berthing

011 **Unberthing** LOA: Max 120m
Draft: Max 7m (min 15% UKC)
Time: 24 hrs
Tugs: 2.
Remarks:

020 **Berthing** LOA: Max 168m
Draft: Max 10m (min 15% UKC)
Time: Day @ berth.
 HW-1 to HW+2 & LW-1 to LW+ 3
 @ Mawan.
Tugs: 2
Remarks: Stem to tide for berthing

021 **Unberthing** LOA: Max 168m
Draft: Max 10m (min 15% UKC)
Time: Day @ berth
Tugs: 2
Remarks:

030 **Berthing** LOA: Max 186m
Draft: Max 12m (min 15% UKC)
Time: Day @ berth.
 Day light HW to HW+2 & Day light
 LW-1 to LW+2 @ Mawan.
Tugs: 2. 1 escort @ Mawan to berth if
 D>10m or LOA>183m.
Remarks: 2 pilots.
 Stem to tide for berthing.

031 **Unberthing** LOA: Max 186m
Draft: Max 12m (min 15% UKC)
Time: Day @ berth.
 Subject to Mawan transit tidal
 window.
Tugs: 2. 1 escort to Mawan if D>10m or
 LOA >183m.
Remarks: 2 pilots

040 **Berthing** LOA: Max 230m
Draft: Max 15m (min 15% UKC)
Time: Day @ berth.
 Day light HW to HW+2 @ Mawan.
Tugs: 3 incl 1 escort from G.I. + 1 escort @
 Mawan to berth
Remarks: 2 pilots.
 Starboard side to.

041 **Unberthing** LOA: Max 230m
Draft: Max 15m (min 15% UKC)
Time: Day @ berth.
 Subject to Mawan transit tidal
 window.
Tugs: 2 incl 1 escort to Mawan
Remarks: 2 pilots

General Remarks:

1. Mooring/guard boat employed by agents for mooring operations and traffic control.
2. Thrusters are not considered as substitute for tug.
3. Tugs power refer to chapter 4, paragraph 7.
4. URMA will be used as contingency anchorage.
5. Subject to Ma Wan transit tidal window.

Location : **PSSA-E****Pun Shan Shek anchorage east**

010 **To anchorage** LOA: Max 230m
Draft: Max 12.6m (min 10% UKC)
Time: 24 hrs
Tugs: 1 if D>10m
Remarks: Reserved naval anchorage

011 **From anchorage** LOA: Max 230m
Draft: Max 12.6m (min 10% UKC)
Time: 24 hrs
Tugs: 1 if D>10m
Remarks: Reserved naval anchorage

020 **To anchorage** LOA: Max 320m
Draft: Max 12.6m (min 10% UKC)
Time: 24 hrs
Tugs: 1
Remarks: Reserved naval anchorage

021 **From anchorage** LOA: Max 320m
Draft: Max 12.6m (min 10% UKC)
Time: 24 hrs
Tugs: 1
Remarks: Reserved naval anchorage

Location : **PSSA-W**

Pun Shan Shek anchorage west

010 **To anchorage** LOA: Max 195m
Draft: Max 11m (min 10% UKC)
Time: If D>8.2m or L>138m day only
Tugs: 1 if D>8.2m or L>138m
Remarks: Reserved naval anchorage

011 **From anchorage** LOA: Max 195m
Draft: Max 11m (min 10% UKC)
Time: 24 hrs
Tugs: 1 if D>8.2m or L>138m
Remarks: Reserved naval anchorage

Location : **RDGA**

Reserved dangerous goods anchorage

010 To anchorage LOA: Max 150m
Draft: Max 10m (min 10% UKC)
Time: 24 hrs
Tugs:
Remarks:

011 From anchorage LOA: Max 150m
Draft: Max 10m (min 10% UKC)
Time: 24 hrs
Tugs:
Remarks:

020 To anchorage LOA: Max 195m
Draft: Max 12.6m (min 10% UKC)
Time: 24 hrs
Tugs: 1
Remarks:

021 From anchorage LOA: Max 195m
Draft: Max 12.6m (min 10% UKC)
Time: 24 hrs
Tugs: 1 if D>10m
Remarks:

Location : **RTT-1**

River Trade Terminal No. 1 berth

010 **Berthing** LOA: Max 130m
Draft: Max 8.5m (min 10% UKC)
Time: 24 hrs
Tugs: 2 (grade II)
Remarks: Stem to tide when berthing.

011 **Unberthing** LOA: Max 130m
Draft: Max 8.5m (min 10% UKC)
Time: 24 hrs
Tugs: 2 (grade II)
Remarks:

020 **Berthing** LOA: Max 175m
Draft: Max 8.5m (min 10% UKC)
Time: 24 hrs
Tugs: 2
Remarks: Stem to tide when berthing

021 **Unberthing** LOA: Max 175m
Draft: Max 8.5m (min 10% UKC)
Time: 24 hrs
Tugs: 2
Remarks:

Location : **RTT-2**

River Trade Terminal No.2 berth

010 **Berthing** LOA: Max 130m
Draft: Max 8.5m (min 10% UKC)
Time: 24 hrs
Tugs: 2 (grade II)
Remarks: Starboard side to only and no
 outer-foul

011 **Unberthing** LOA: Max 130m
Draft: Max 8.5m (min 10% UKC)
Time: 24 hrs
Tugs: 2 (grade II)
Remarks: No outer-foul

020 **Berthing** LOA: Max 150m
Draft: Max 8.5m (min 10% UKC)
Time: 24 hrs
Tugs: 2
Remarks: Starboard side to only and no
 outer-foul

021 **Unberthing** LOA: Max 150m
Draft: Max 8.5m (min 10% UKC)
Time: 24 hrs
Tugs: 2
Remarks: No outer-foul

ON TRIAL

Location : **RTT-4****River Trade Terminal No. 4 berth**

010 **Berthing** LOA: Max 130m
Draft: Max 8.5m (min 10% UKC)
Time: D&N HW-1 to HW+2 & LW-1 to LW+2 @ berth
Tugs: 2
Remarks: Port side to only.
No outer-foul.
RTT-1 single bank only & RTT-2 must be vacant.

011 **Unberthing** LOA: Max 130m
Draft: Max 8.5m (min 10% UKC)
Time: D&N HW-1 to HW+2 & LW-1 to LW+2 @ berth
Tugs: 2
Remarks: No outer-foul.
RTT-1 single bank only & RTT-2 must be vacant.

020 **Berthing** LOA: Max 150m
Draft: Max 8.5m (min 10% UKC)
Time: D&N HW-1 to HW+2 & LW-1 to LW+2 @ berth
Tugs: 2
Remarks: Port side to only.
No outer-foul.
RTT-1 single bank only & RTT-2 must be vacant.

021 **Unberthing** LOA: Max 150m
Draft: Max 8.5m (min 10% UKC)
Time: D&N HW-1 to HW+2 & LW-1 to LW+2 @ berth
Tugs: 2
Remarks: No outer-foul.
RTT-1 single bank only & RTT-2 must be vacant.

030 **Berthing** LOA: Max 170m
Draft: Max 8.5m (min 10% UKC)
Time: D&N HW-1 to HW+2 & LW-1 to LW+2 @ berth
Tugs: 2
Remarks: Port side to only.
No outer-foul.
RTT-1 single bank only & RTT-2 must be vacant.

031 **Unberthing** LOA: Max 170m
Draft: Max 8.5m (min 10% UKC)
Time: D&N HW-1 to HW+2 & LW-1 to LW+2 @ berth
Tugs: 2
Remarks: No outer-foul.
RTT-1 single bank only & RTT-2 must be vacant.

General Remarks:

1. RTT-4 berth length is 240m, distance between RTT- 2 & RTT-4 is 150m.
2. Thrusters are not considered as substitute for tug.
3. No outer-foul = During berthing/unberthing operation at this berth, no barge or coaster shall occupy the same berth.
4. Passage to/from RTT-4 berth must be cleared of traffic during berthing/unberthing operation.
5. Berthing/unberthing operation shall be postponed when wind force in the area is greater than 21 knots, and/or strong monsoon signal is hoisted, and/or typhoon signal No. 3 is hoisted, whichever is applicable.
6. For berthing order:
 - NC POB + 1 hr 45 mins = Time @ berth
 - URMPS POB + 1 hr = Time @ berth
7. Berthing/unberthing window is subject to review during on trial period.

ON TRIAL

Location : **RTT-5****River Trade Terminal No. 5 berth**

010 **Berthing** LOA: Max 130m
Draft: Max 8.5m (min 10% UKC)
Time: D&N HW-1 to HW+2 & LW-1 to
 LW+2 @ berth
Tugs: 2
Remarks: Starboard side to only.
 No outer-foul.
 RTT-1 single bank only.

011 **Unberthing** LOA: Max 130m
Draft: Max 8.5m (min 10% UKC)
Time: D&N HW-1 to HW+2 & LW-1 to
 LW+2 @ berth
Tugs: 2
Remarks: No outer-foul.
 RTT-1 single bank only.

020 **Berthing** LOA: Max 175m
Draft: Max 8.5m (min 10% UKC)
Time: D&N HW-1 to HW+2 & LW-1 to
 LW+2 @ berth
Tugs: 2
Remarks: Starboard side to only.
 No outer-foul.
 RTT-1 single bank only.

021 **Unberthing** LOA: Max 175m
Draft: Max 8.5m (min 10% UKC)
Time: D&N HW-1 to HW+2 & LW-1 to
 LW+2 @ berth
Tugs: 2
Remarks: No outer-foul.
 RTT-1 single bank only.

General Remarks:

1. RTT-5 berth length is 300m, distance between RTT-5 & breakwater is 177m.
2. Thrusters are not considered as substitute for tug.
3. No outer-foul = During berthing/unberthing operation at this berth, no barge or coaster shall occupy the same berth.
4. Passage to/from RTT-5 berth must be cleared of traffic during berthing/unberthing operation.
5. Berthing/unberthing operation shall be postponed when wind force in the area is greater than 21 knots, and/or strong monsoon signal is hoisted, and/or typhoon signal No. 3 is hoisted, whichever is applicable.
6. For berthing order:
 - NC POB + 1 hr 45 mins = Time @ berth
 - URMPS POB + 1 hr = Time @ berth
7. Berthing/unberthing window is subject to review during the trial period.

Location : **SEATRIAL Sea trial, compass adjustment and equipment calibration**

010 **Berthing** LOA: Max
Draft: Max (min 10% UKC)
Time: Day light
Tugs:
Remarks:

011 **Unberthing** LOA: Max
Draft: Max (min 10% UKC)
Time: Day light
Tugs:
Remarks:

General Remarks:

1. Agent has to advise the length of time required.
2. Agent has to provide sea trial permit number.
3. It is recommended to start in the morning to avoid undue delay.
4. Water at South of Lamma Island and West of Lamma Island will be a suitable location to carry out sea trial, compass adjustment and equipment calibration.
5. Vessel should comply with the tug requirement when proceeding in and out from the respective anchorage/berth.

Location : **SHACHAU****Sha Chau oil terminal (TSK)**

010 **Berthing** LOA: Max 80m
Draft: Max 7m (min 15% UKC)
Time: D&N LW to HW+2 @ berth
Tugs: 2 (grade II)

Remarks: Thrusters not considered

020 **Berthing** LOA: Max 120m
Draft: Max 7m (min 15% UKC)
Time: D&N LW+1 to HW+1 @ berth
Tugs: 2
Remarks: Stem to tide for berthing.
Thrusters not considered.

030 **Berthing** LOA: Max 120m
Draft: Max 7.5m (min 15% UKC)
Time: Day HW to HW+1 @ berth
Tugs: 2
Remarks: Stem to tide for berthing.
Thrusters not considered.

011 **Unberthing** LOA: Max 80m
Draft: Max 7m (min 15% UKC)
Time: 24 hrs
Tugs: 2 (grade II), 1 if bow thruster >300
HP

Remarks:

021 **Unberthing** LOA: Max 120m
Draft: Max 7m (min 15% UKC)
Time: 24 hrs
Tugs: 2, 1 if bow thruster >300 HP
Remarks:

031 **Unberthing** LOA: Max 120m
Draft: Max 7.5m (min 15% UKC)
Time: D&N HW-2 to HW+1 @ berth
Tugs: 2, 1 if bow thruster >300 HP
Remarks:

General Remark:

Thrusters are not considered as substitute for tug.

Location : **SHELL****Shell oil terminal main berth**

010 **Berthing** LOA: Max 120m
Draft: Max 8m (min 10% UKC)
Time: D&N HW-1 to HW+2 & D&N LW
to LW+2
Tugs: 2 (grade II)
Remarks: Starboard side to

011 **Unberthing** LOA: Max 120m
Draft: Max 8m (min 10% UKC)
Time: 24 hrs
Tugs: 2 (grade II)
Remarks:

020 **Berthing** LOA: Max 150m
Draft: Max 10m (min 10% UKC)
Time: D&N HW-1 to HW+2 & D&N
LW+1 to LW+2
Tugs: 2
Remarks: Starboard side to

021 **Unberthing** LOA: Max 150m
Draft: Max 10m (min 10% UKC)
Time: 24 hrs
Tugs: 2
Remarks:

030 **Berthing** LOA: Max 184m
Draft: Max 12m (min 10% UKC)
Time: D&N HW to HW+1 & D&N LW+2
Tugs: 2. If Draft>10m 1 GI escort.
Remarks: Starboard side to

031 **Unberthing** LOA: Max 184m
Draft: Max 12m (min 10% UKC)
Time: 24 hrs
Tugs: 2
Remarks:

040 **Berthing** LOA: Max 220m
Draft: Max 14.5m (min 10% UKC)
Time: D&N HW to HW+1 & D&N LW+2
Tugs: 3 incl 1 GI escort
Remarks: Day 1 pilot, Night 2 pilots.
Berthing at LW+2 : 2 pilots.
Starboard side to.

041 **Unberthing** LOA: Max 220m
Draft: Max 14.5m (min 10% UKC)
Time: 24 hrs
Tugs: 2
Remarks:

050 **Berthing** LOA: Max 245m
Draft: Max 14.5m (min 10% UKC)
Time: D&N HW to HW+1 & D&N LW+2
Tugs: 4 incl 1 GI escort.
If Draft<13m 3 incl 1 GI escort.
Remarks: 2 pilots.
Starboard side to.

051 **Unberthing** LOA: Max 245m
Draft: Max 14.5m (min 10% UKC)
Time: D&N HW-1 to HW+2 & D&N LW
to LW+2
Tugs: 2
Remarks:

General Remark:

Thrusters are not considered as substitute for tug.

Location : **SHELL-1E**

Shell No.1 east & west berth

010 **Berthing** LOA: Max 100m
Draft: Max 6.5m (min 10% UKC)
Time: Day light
Tugs: 2 (grade II)
Remarks: Opposite berth must vacant when
 berthing

011 **Unberthing** LOA: Max 100m
Draft: Max 6.5m (min 10% UKC)
Time: 24 hrs
Tugs: 2 (grade II)
Remarks:

General Remark:

Thrusters are not considered as substitute for tug.

Location : **SHELL-2E**

Shell No. 2 & 3 east & west berth

010 **Berthing** LOA: Max 90m
Draft: Max 5.5m (min 10% UKC)
Time: Day light
Tugs: 2 (grade II)
Remarks: Opposite berth must vacant when
 berthing

011 **Unberthing** LOA: Max 90m
Draft: Max 5.5m (min 10% UKC)
Time: 24 hrs
Tugs: 2 (grade II)
Remarks:

General Remark:

Thrusters are not considered as substitute for tug.

Location : **SHELL-LPG****Shell oil terminal LPG berth**

010 Berthing LOA: Max 100m
Draft: Max 7m (min 10% UKC)
Time: D&N HW-1 to HW+2 & D&N LW
to LW+2
Tugs: 2 (grade II)
Remarks: Port side to.

011 Unberthing LOA: Max 100m
Draft: Max 7m (min 10% UKC)
Time: 24 hr
Tugs: 2 (grade II)
Remarks:

020 Berthing LOA: Max 135m
Draft: Max 8m (min 10% UKC)
Time: D&N HW-1 to HW+2 & D&N LW
to LW+2
Tugs: 2
Remarks: Port side to.

021 Unberthing LOA: Max 135m
Draft: Max 8m (min 10% UKC)
Time: 24 hr
Tugs: 2
Remarks:

General Remark:

Thrusters are not considered as substitute for tug.

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

010 **Berthing** LOA: Max 120m
Draft: Max 8m (min 10% UKC)
Time: 24 hrs
Tugs: 2 (grade II)
Remarks: Port side to

011 **Unberthing** LOA: Max 120m
Draft: Max 8m (min 10% UKC)
Time: 24 hrs
Tugs: 2 (grade II)
Remarks:

020 **Berthing** LOA: Max 150m
Draft: Max 10m (min 10% UKC)
Time: 24 hrs
Tugs: 2
Remarks: Port side to

021 **Unberthing** LOA: Max 150m
Draft: Max 10m (min 10% UKC)
Time: 24 hrs
Tugs: 2
Remarks:

030 **Berthing** LOA: Max 184m
Draft: Max 12m (min 10% UKC)
Time: 24 hr
Tugs: 2. If D>10m 1 GI escort.
Remarks: Port side to

031 **Unberthing** LOA: Max 184m
Draft: Max 12m (min 10% UKC)
Time: 24 hrs
Tugs: 2
Remarks:

040 **Berthing** LOA: Max 220m
Draft: Max 13m (min 10% UKC)
Time: D≤10m 24hr
 D>10m, D&N HW-1 to HW+1 &
 D&N LW to LW+1.
Tugs: 3 incl 1 GI escort
Remarks: Day 1 pilot, Night 2 pilots.
 Berthing at LW to LW+1 : 2 pilots.
 Port side to.

041 **Unberthing** LOA: Max 220m
Draft: Max 13m (min 10% UKC)
Time: 24 hrs

Tugs: 2
Remarks:

050 **Berthing** LOA: Max 250m
Draft: Max 14m (min 10% UKC)
Time: D&N HW-1 to HW+1 & D&N LW
 to LW+1
Tugs: 4 incl 1 GI escort.
 If D<13m 3 incl 1 GI escort.
Remarks: 2 pilots.
 Port side to.

051 **Unberthing** LOA: Max 250m
Draft: Max 14m (min 10% UKC)
Time: 24 hrs

Tugs: 2
Remarks:

General Remark:

Thrusters are not considered as substitute for tug.

Location : **SINO-B**

Sinopec T/Y west berth (B)

010 **Berthing** LOA: Max 120m

Draft: Max 7.5m (min 10% UKC)

Time: 24 hrs

Tugs: 2

Remarks: Starboard side to

011 **Unberthing** LOA: Max 120m

Draft: Max 7.5m (min 10% UKC)

Time: 24 hrs

Tugs: 2

Remarks:

General Remark:

Thrusters are not considered as substitute for tug.

Location : **SINO-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:

General Remark:

Thrusters are not considered as substitute for tug.

Location : **SINO- CW**

Sinopec Chai Wan berth

010 **Berthing** LOA: Max 65m
Draft: Max 5m (min 10% UKC)
Time: 24 hrs
Tugs: 2 (grade II)
Remarks:

011 **Unberthing** LOA: Max 65m
Draft: Max 5m (min 10% UKC)
Time: 24 hrs
Tugs: 2 (grade II)
Remarks:

General Remark:

Thrusters are not considered as substitute for tug.

Location : **SINO-3**

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:

011 **Unberthing** LOA: Max 120m

Draft: Max 7.5m (min 10% UKC)

Time: 24 hrs

Tugs: 2 (grade II)

Remarks:

General Remark:

Thrusters are not considered as substitute for tug.

Location : **SLA**

Anchorage south of Lamma Island

010 To anchorage LOA: Max 400m
Draft: Max 18.0m (min 15% UKC)
Time: 24 hrs
Tugs: 1
Remarks:

011 From anchorage LOA: Max 400m
Draft: Max 18.0m (min 15% UKC)
Time: 24 hrs
Tugs: 1
Remarks:

General remarks:

The tug requirement is not applicable to vessel entering the anchorage directly from seaward without a pilot.

Location: **SSK-1**

Sham Shui Kok Anchorage No.1

010 **To anchorage** LOA: Max 180m
Draft: Max 8.0m (Min 15% UKC)
Time: 24 hrs
Tugs:
Remarks:

011 **From anchorage** LOA: Max 180m
Draft: Max 8.0m (Min 15% UKC)
Time: 24 hrs
Tugs:
Remarks:

General Remark:

Tug may be required if unfavorable condition prevailing and pilot deemed necessary.

Location: **SSK-2**

Sham Shui Kok Anchorage No.2

010 **To anchorage** LOA: Max 180m
Draft: Max 9.0m (Min 15% UKC)
Time: 24 hrs
Tugs:
Remarks:

011 **From anchorage** LOA: Max 180m
Draft: Max 9.0m (Min 15% UKC)
Time: 24 hrs
Tugs:
Remarks:

General Remark:

Tug may be required if unfavorable condition prevailing and pilot deemed necessary.

Location : **SWSTL****Shiu Wing steel wharf (TSK)**

010 **Berthing** LOA: Max 168m
Draft: Max 10m (min 15% UKC)
Time: Day @ berth
Tugs: 2
Remarks: Stem to tide for berthing

011 **Unberthing** LOA: Max 168m
Draft: Max 10m (min 15% UKC)
Time: Day @ berth
Tugs: 2
Remarks:

020 **Berthing** LOA: Max 183m
Draft: Max 10.3m (min 15% UKC)
Time: Day @ berth.
 D>10m Day light HW+1 to HW+3 &
 Day light LW-1 to LW+1.5 @
 Mawan.
Tugs: 2. 1 escort @ Mawan if D>10m.
Remarks: 2 pilots.
 Stem to tide for berthing.

021 **Unberthing** LOA: Max 183m
Draft: Max 10.3m (min 15% UKC)
Time: Day @ berth.
 Subject to Mawan transit tidal
 window. D>10m Day light transit
 only.
Tugs: 2. 1 escort @ Mawan if D>10m.
Remarks: 2 pilots.

030 **Berthing** LOA: Max 200m
Draft: Max 10.3m (min 15% UKC)
Time: Day @ berth.
 Day light HW+1 to HW+3 & Day
 light LW-1 to LW+1.5 @ Mawan.
Tugs: 3 incl 1 @ Mawan escort.
 From URMA: 3 incl 1 escort from
 URMA to berth.
Remarks: 2 pilots.
 Stem to tide for berthing.

031 **Unberthing** LOA: Max 200m
Draft: Max 10.3m (min 15% UKC)
Time: Day @ berth.
 Subject to Mawan transit tidal
 window, Day light transit only
Tugs: 2 incl 1 @ Mawan escort.
 To URMA: 2 incl 1 escort from
 berth to URMA
Remarks: 2 pilots.

General Remark:

Subject to Ma Wan transit tidal window.

Location : **THA****Tolo harbour anchorage**

010 **To anchorage** LOA: Max 150m
Draft: Max 8m (min 10% UKC)
Time: 24 hrs
Tugs:
Remarks: Vessel from Tolo harbour to TSK or vice versa must change pilot at Ngan Chau.

011 **From anchorage** LOA: Max 150m
Draft: Max 8m (min 10% UKC)
Time: 24 hrs
Tugs:
Remarks: Vessel from Tolo harbour to TSK or vice versa must change pilot at Ngan Chau.

020 **To anchorage** LOA: Max 180m
Draft: Max 11m (min 10% UKC)
Time: Day light
Tugs: If L>168m or D>9.15m 1 escort from Chik Chau
Remarks: Not for dead ship.
Vessel from Tolo harbour to TSK or vice versa must change pilot at Ngan Chau.

021 **From anchorage** LOA: Max 180m
Draft: Max 11m (min 10% UKC)
Time: Day light
Tugs: If L>168m or D>9.15m 1 escort to Chik Chau
Remarks: Vessel from Tolo harbour to TSK or vice versa must change pilot at Ngan Chau.

Location : **TOW****Ship under tow**

010 **Towing** LOA: Max 183m
Draft: Max 8.5m (min 10% UKC)
Time: 24 hrs
Tugs: 2. If $D > 8\text{m}$, 3.
(Thrusters not considered)
Remarks: See General Remarks

020 **Towing** LOA: Max 214m
Draft: Max 9.5m (min 10% UKC)
Time: See General Remarks
Tugs: 3 (Thrusters not considered)
Remarks:

030 **Towing** LOA: Max 290m
Draft: Max 14m (min 10% UKC)
Time: See General Remarks
Tugs: 4 (Thrusters not considered)
Remarks: 2 pilots

General Remarks:

1. 2 pilots required if towing time exceed 5 hours.
2. **TOLO HARBOUR:** subject to suitable towing arrangement and weather condition.
3. Vessel or barge under tow **TRANSIT MAWAN**; (Max air draft 53m)
 - a. Inform VTC well in advance.
 - b. Tow LOA $>$ 183m prior consultation/meeting with VTC is required.
 - c. 2 pilots required if LOA $>$ 168m.
 - d. For inbound ships under tow to Shenzhen ports via Mawan, the ocean tug and the tow shall be considered as one unit without the need for disconnection.
 - e. Subject to current condition @ Mawan:
 - i. LOA \leq 230m: **RESTRICTED TRANSIT PERIOD** @ Mawan = Current Against >2.5 Knots / With >1.5 Knots.
 - ii. LOA $>$ 230m: **RESTRICTED TRANSIT PERIOD** @ Mawan = Current Against >1.5 Knots / With >0.5 Knots.
 - f. LOA \geq 198m or Draft \geq 8.5m or speed less than 5.0 knots, daylight transit only.
 - g. LOA $>$ 290m to be approved case by case or requires additional tug as deemed necessary.

Location : **TOW-BERTH** **Ship under tow to/from berth**

010 **Berthing** LOA: Max 110m
Draft: Max 6m (min 10% UKC)
Time: 24 hrs
Tugs: 2 (Thrusters not considered)
Remarks:

011 **Unberthing** LOA: Max 110m
Draft: Max 6m (min 10% UKC)
Time: 24 hrs
Tugs: 2 (Thrusters not considered)
Remarks:

020 **Berthing** LOA: Max 214m
Draft: Max 9.5m (min 10% UKC)
Time: 24 hrs
Tugs: 3 (Thrusters not considered)

021 **Unberthing** LOA: Max 214m
Draft: Max 9.5m (min 10% UKC)
Time: 24 hrs
Tugs: 2. If D>8m, 3.
 (Thrusters not considered)

Remarks: No wedge in KC5E

Remarks:

030 **Berthing** LOA: Max 320m
Draft: Max 13.8m (min 10% UKC)
Time: D&N slack water
Tugs: 4 (Thrusters not considered)
Remarks: 2 pilots.
 Sufficient F&A clearance.
 Subject to any one of the executive
 director's decision.

031 **Unberthing** LOA: Max 320m
Draft: Max 13.8m (min 10% UKC)
Time: D&N slack water
Tugs: 4 (Thrusters not considered)
Remarks: 2 pilots.
 Sufficient F&A clearance.
 Subject to any one of the executive
 director's decision.

Location : **TPGAS****Tolo harbour Town Gas wharf**

010 **Berthing** LOA: Max 122m
Draft: Max 7.5m (min 10% UKC)
Time: See General Remark
Tugs: 2 (grade II)
Remarks: Vessel from Tolo harbour to TSK or vice versa must change pilot at Ngan Chau

011 **Unberthing** LOA: Max 122m
Draft: Max 7.5m (min 10% UKC)
Time: See General Remark
Tugs: 2 (grade II)
Remarks: Vessel from Tolo harbour to TSK or vice versa must change pilot at Ngan Chau

020 **Berthing** LOA: Max 198m
Draft: Max 11m (min 10% UKC)
Time: See General Remark
Tugs: 2. L>168m or D>9.15m 1 escort from Chik Chau
Remarks: Vessel from Tolo harbour to TSK or vice versa must change pilot at Ngan Chau

021 **Unberthing** LOA: Max 198m
Draft: Max 11m (min 10% UKC)
Time: See General Remark
Tugs: 2. L>168m or D>9.15m 1 escort to Chik Chau
Remarks: Vessel from Tolo harbour to TSK or vice versa must change pilot at Ngan Chau

030 **Berthing** LOA: Max 228m
Draft: Max 11m (min 10% UKC)
Time: See General Remark
Tugs: 3 incl 2 escort from Chik Cha
Remarks: 2 pilots.
Vessel from Tolo harbour to TSK or vice versa must change pilot at Ngan Chau.

031 **Unberthing** LOA: Max 228m
Draft: Max 11m (min 10% UKC)
Time: See General Remark
Tugs: 3 incl 2 escort to Chik Cha
Remarks: 2 pilots.
Vessel from Tolo harbour to TSK or vice versa must change pilot at Ngan Chau.

General Remark:

POB time for berthing or unberthing : From sunrise to 90 minutes before sunset

Location : **TSK - MHB**

Tap Shek Kok Material Handling Berth

010 **Berthing** LOA: Max 120m

Draft: Max 7.5m (min 15% UKC)

Time: Day @ berth
 Day LW+1 to HW+1 @ berth

Tugs: 2

Remarks: Starboard side to.
 Bow not to pass 115m sign board.

011 **Unberthing** LOA: Max 120m

Draft: Max 7.5m (min 15% UKC)

Time: Day @ berth

Tugs: 2

Remarks:

General Remarks:

1. Mooring/Guard boat employed by agents for mooring operations and traffic control.
2. Thrusters are not considered as substitute for tug.

Location : **TYD****Floating docks west of T/Y Island**

010 **Berthing** LOA: Max 183m
Draft: Max 8.5m (min 10% UKC)
Time: 24 hrs
Tugs: 2 if in tow
Remarks: In tow thrusters not considered

011 **Unberthing** LOA: Max 183m
Draft: Max 8.5m (min 10% UKC)
Time: 24 hrs
Tugs: 2 if in tow
Remarks: In tow thrusters not considered

020 **Berthing** LOA: Max 198m
Draft: Max 8.5m (min 10% UKC)
Time: 24 hrs
Tugs: 3 if in tow
Remarks: In tow thrusters not considered

021 **Unberthing** LOA: Max 198m
Draft: Max 8.5m (min 10% UKC)
Time: 24 hrs
Tugs: 3 if in tow
Remarks: In tow thrusters not considered

030 **Berthing** LOA: Max 265m
Draft: Max 8.5m (min 10% UKC)
Time: Dock master's advice.
 Preferably slack water if in tow.
Tugs: 1 @ GI escort 4 if in tow.
Remarks: In tow 2 pilots.
 In tow thrusters not considered.
 Min draft sufficient propeller immersion.

031 **Unberthing** LOA: Max 265m
Draft: Max 8.5m (min 10% UKC)
Time: Dock master's advice.
 Preferably slack water if in tow.
Tugs: 1 @ POB escort 4 if in tow.
Remarks: In tow 2 pilots.
 In tow thrusters not considered.
 Min draft sufficient propeller immersion.

040 **Berthing** LOA: Max 300m
Draft: Max 8m (min 10% UKC)
Time: Dock master's advice.
 Preferably slack water if in tow.
Tugs: 1 @ GI escort 4 if in tow.
Remarks: 2 pilots if in tow.
 In tow thrusters not considered.
 Min draft sufficient propeller immersion.

041 **Unberthing** LOA: Max 300m
Draft: Max 8m (min 10% UKC)
Time: Dock master's advice.
 Preferably slack water if in tow.
Tugs: 1 @ POB escort 4 if in tow.
Remarks: 2 pilots if in tow.
 In tow thrusters not considered.
 Min draft sufficient propeller immersion.

ON TRIAL

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

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

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

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

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

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

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

040 **N. bound** LOA: Max 255m
Draft: Max 15m (min 15% UKC)
Time: Day light.
Subject to Mawan transit tidal window.
Tugs: Tug minimum 3600 HP each.
1 escort @ Mawan for Mawan Transit; from GI if D>10m.
To URMA: 1 escort for Mawan Transit +1 @ URMA; 1 escort from GI through to URMA if D>10m.
Remarks: 2 pilots

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

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

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

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

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

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

General Remarks:

1. Thrusters are not considered as substitute for tug for transit.
2. 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.
3. Bulker or Tanker of LOA>280m are normally not permitted to lighten or anchor at URMA due to limited space of the anchorage.
4. In case of special circumstances and conditions, where a vessel is required to anchor at URMA, she shall obtain prior approval from VTC.
5. Unless otherwise specified, escort tug for Mawan transit is required for the waters between Kellett buoy and Ha Pang.
6. 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.
7. During the initial implementation of the trials for LOA Max 305m, provision of one more escort tug during Mawan transit is recommended. This tug arrangement should be kept until such trials are satisfactory and under control of the working pilots, it will be evaluated at every 5 northbound and 5 southbound operations.
8. Subject to Mawan transit tidal window.

ON TRIAL

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

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 Mawan transit tidal window
Tugs:
Remarks:

021 **S. bound** LOA: Max 230m
Draft: Max 12.5m (min. 15% UKC)
Time: Subject to Mawan transit tidal window
Tugs:
Remarks:

030 **N. bound** LOA: Max 250m
Draft: Max 13m (min. 15% UKC)
Time: Subject to Mawan transit tidal window
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 Mawan transit tidal window
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 Mawan transit tidal window
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 Mawan transit tidal window
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 Mawan transit tidal window.
Tugs: 1 escort from Kellett buoy for Mawan Transit.
To URMA: +1 @ URMA (tug @ URMA exempted for vessels with thrusters and $D \leq 13.5$ m. thrusters not considered if $D > 13.5$ m).
Remarks: 2 pilots

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

ON TRIAL

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

<p>060 N. bound LOA: Max 353m Draft: Max 15.5m (min. 15% UKC) Time: Subject to Mawan transit tidal window. D>14.5m to 15.5m, day light. Tugs: 1 escort from Kellett buoy for Mawan Transit. D>14.5m to 15.5m, 1 from GI & 1 from Kellett buoy escort for Mawan Transit. Remarks: 2 pilots</p>	<p>061 S. bound LOA: Max 353m Draft: Max 15.5m (min. 15% UKC) Time: Subject to Mawan transit tidal window. D>14.5m to 15.5m, day light. Tugs: 1 escort @ Mawan for Mawan Transit. D>14.5m to 15.5m, 2 escort @ Mawan for Mawan Transit. Remarks: 2 pilots</p>
<p>070 N. bound LOA: Max 370m Draft: Max 15.5m (min. 15% UKC) Time: Subject to Mawan transit tidal window. D>14.5m to 15.5m, day light. Tugs: 1 escort from Kellett buoy for Mawan Transit. D>12.5m to 15.5m, 1 from GI & 1 from Kellett buoy escort for Mawan Transit. Remarks: 2 pilots</p>	<p>071 S. bound LOA: Max 370m Draft: Max 15.5m (min. 15% UKC) Time: Subject to Mawan transit tidal window. D>14.5m to 15.5m, day light. Tugs: 1 escort @ Mawan for Mawan Transit. D>12.5m to 15.5m, 2 escort @ Mawan for Mawan Transit. Remarks: 2 pilots</p>
<p>080 N. bound LOA: Max 400m Draft: Max 16.0m (min. 15% UKC) Time: Subject to Mawan transit tidal window. D>14.5m to 16.0m, day light. Tugs: 1 from GI & 1 from Kellett buoy escort for Mawan Transit. Remarks: 2 pilots</p>	<p>081 S. bound LOA: Max 400m Draft: Max 16.0m (min. 15% UKC) Time: Subject to Mawan transit tidal window. D>14.5m to 16.0m, day light. Tugs: 2 escort @ Mawan for Mawan Transit. Remarks: 2 pilots</p>

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 >400m, 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 >340m - 370m or D>13.5m, escort tug is minimum 3600HP each or minimum 7200HP total (Tug 2600HP not accepted) if 2 tugs are required
6. For LOA >370m – 400m, minimum power of each escort tug is 4000HP.
7. Subject to Mawan transit tidal window.

Location : **WA-1**

Western anchorage No.1

010 **To anchorage** LOA: Max 120m
Draft: Max 7.5m (min 10% UKC)
Time: 24 hrs
Tugs:
Remarks:

011 **From anchorage** LOA: Max 120m
Draft: Max 7.5m (min 10% UKC)
Time: 24 hrs
Tugs:
Remarks:

Location : **WA-2**

Western anchorage No.2

010 To anchorage LOA: Max 230m
Draft: Max 12.6m (min 10% UKC)
Time: 24 hrs
Tugs: 1 if D>10m
Remarks:

011 From anchorage LOA: Max 230m
Draft: Max 12.6m (min 10% UKC)
Time: 24 hrs
Tugs: 1 if D>10m
Remarks:

020 To anchorage LOA: Max 350m
Draft: Max 12.6m (min 10% UKC)
Time: 24 hrs
Tugs: 1
Remarks:

021 From anchorage LOA: Max 350m
Draft: Max 12.6m (min 10% UKC)
Time: 24 hrs
Tugs: 1
Remarks:

Location : **WA-3**

Western anchorage No.3

010 **To anchorage** LOA: Max 230m
Draft: Max 12.6m (min 10% UKC)
Time: 24 hrs
Tugs: 1 if D>10m
Remarks:

011 **From anchorage** LOA: Max 230m
Draft: Max 12.6m (min 10% UKC)
Time: 24 hrs
Tugs: 1 if D>10m
Remarks:

020 **To anchorage** LOA: Max 350m
Draft: Max 12.6m (min 10% UKC)
Time: 24 hrs
Tugs: 1
Remarks:

021 **From anchorage** LOA: Max 350m
Draft: Max 12.6m (min 10% UKC)
Time: 24 hrs
Tugs: 1
Remarks:

Location : **WQA**

Western Quarantine anchorage

010 **To anchorage** LOA: Max 180m

Draft: Max 10.7m (min 10% UKC)

Time: 24 hrs

Tugs: 1 if D>10m

Remarks: If D>10.7m anchor to WA.
If L>180m anchor to WA.

011 **From anchorage** LOA: Max 180m

Draft: Max 10.7m (min 10% UKC)

Time: 24 hrs

Tugs: 1 if D>10m

Remarks:

Location : **YMTA**

Yau Ma Tei anchorage

010 **To anchorage** LOA: Max 100m
Draft: Max 5.5m (min 10% UKC)
Time: 24 hrs
Tugs:
Remarks:

011 **From anchorage** LOA: Max 100m
Draft: Max 5.5m (min 10% UKC)
Time: 24 hrs
Tugs:
Remarks:

Location : **YUENFAT**

Yuen Fat wharf No.2 berth

010 Berthing LOA: Max 70m
Draft: Max 6.7m (min 10% UKC)
Time: Day light
Tugs: 2 (grade II)
Remarks: Port side to

011 Unberthing LOA: Max 70m
Draft: Max 6.7m (min 10% UKC)
Time: 24 hrs
Tugs: 2 (grade II)
Remarks:

020 Berthing LOA: Max 153m
Draft: Max 6.7m (min 10% UKC)
Time: Day light
Tugs: 2
Remarks: Port side to

021 Unberthing LOA: Max 153m
Draft: Max 6.7m (min 10% UKC)
Time: Day any time, night HW only.
Tugs: 2
Remarks:

Berthing Guidelines

Chapter 13

Amendment Log Sheet

Serial No.	Contents of Amendment
1.	PAC Paper No. 2/2016 – Proposed New Edition of Berthing Guidelines

Illustration of syntax corrections and uniform presentation of information

Example 1 – remove unnecessary punctuation marks

Location : CCEMENT **China Cement Company (TSK)**

010 **Berthing** LOA: Max 168m

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

Time: Day light only

Tugs: 2.

Remarks: Stem to tide for berthing.

Remove these punctuation marks

Location : HKELECT(S) **Lamma power station south wharf**

020 **Berthing** LOA: Max 198m

Draft: Max. 11.5m (min 15% UKC)

Time: HW-1.5 to LW+1.5

Tugs: 3 incl. 2 escort

Remarks: Starboard side to.

Day: 1 pilot, Night: 2 pilots.

Location : JBDGA **Junk Bay DG anchorage**

010 **To anchorage** LOA: Max 183m

Draft: Max. 11m (min 10% UKC)

Time: 24 hrs.

Tugs: 1 if D>10m

Remarks:

Example 2 – uniform presentation of information

Location : HKELECT(S) **Lamma power station south wharf**

010 **Berthing** LOA: Max 172m

Draft: Max 10.0m (min 15% UKC)

Time: 24 hours

Tugs: 2

Remarks: Starboard side to

Change to "24 hrs"

020 **Berthing** LOA: Max 198m

Draft: Max 11.5m (min 15% UKC)

Time: HW-1.5 to LW+1.5

Tugs: 3 incl 2 est.

Remarks: Starboard side to.

Day 1 pilot, Night 2 pilots.

Change to "escort"

Location : CLPTSK

China light power station (TSK)

020 **Berthing** LOA: Max 183m

Draft: Max 12m (min 10% UKC)

Time: Day light only.

Draft > 10m Day HW+1 to HW+3 &
Day LW-1 to LW+1.5 @ Mawan.

Tugs: 2. 1 escort @ Mawan if Draft > 10m.

Remarks: 2 pilots.

Stem to tide for berthing.

021 **Unberthing** LOA: Max 183m

Draft: Max 12m (min 10% UKC)

Time: Day light only

Draft > 10m subject to current
condition @ Mawan

Tugs: 2. 1 escort @ Mawan if Draft > 10m.

Remarks: 2 pilots.

Change to "D"

Location : CLPTSK

China light power station (TSK)

020 **Berthing** LOA: Max 183m
Draft: Max 12m (min 10% UKC)
Time: Day light only.
D>10m Day HW+1 to HW+3 &
Day LW-1 to LW+1.5 @ Mawan.
Tugs: 2. 1 escort @ Mawan if D>10m.
Remarks: 2 pilots.
Stem to tide for berthing.

021 **Unberthing** LOA: Max 183m
Draft: Max 12m (min 10% UKC)
Time: Day light only
D>10m subject to current condition
@ Mawan
Tugs: 2. 1 escort @ Mawan if D>10m.
Remarks: 2 pilots.

Amend UKC to 15 % for berths and anchorages in Castle Peak bay area for uniformity

Amend to read "subject to Mawan transit tidal window" for uniformity

Location : CLPTSK

China light power station (TSK)

020 **Berthing** LOA: Max 183m
Draft: Max 12m (min 10% UKC)
Time: Day light only.
D>10m Day HW+1 to HW+3 &
Day LW-1 to LW+1.5 @ Mawan.
Tugs: 2. 1 escort @ Mawan if D>10m.
Remarks: 2 pilots.
Stem to tide for berthing.

021 **Unberthing** LOA: Max 183m
Draft: Max 12m (min 10% UKC)
Time: Day light only
D>10m subject to current condition
@ Mawan
Tugs: 2. 1 escort @ Mawan if D>10m.
Remarks: 2 pilots

Time of operation align to use "Day @ berth", "Day", "Day light", "Night" or D&N".

020 **Berthing** LOA: Max 183m
Draft: Max 12m (min 15% UKC)
Time: Day @ berth.
D>10m Day light HW+1 to HW+3
& Day light LW-1 to LW+1.5 @
Mawan.
Tugs: 2. 1 escort @ Mawan if D>10m.
Remarks: 2 pilots.
Stem to tide for berthing.

021 **Unberthing** LOA: Max 183m
Draft: Max 12m (min 15% UKC)
Time: Day @ berth.
D>10m, subject to Mawan transit
tidal window.
Tugs: 2. 1 escort @ Mawan if D>10m.
Remarks: 2 pilots

"full stop" mark used to
separate multiple items

No "full stop" mark for
single item