

## **PILOTAGE ADVISORY COMMITTEE WORKING GROUP**

### **Proposed Amendments to the Berthing Guidelines**

#### **Purpose**

The purpose of this paper is to seek members' advices and comments on:-

- (i) proposed amendments to the Berthing Guidelines (BGL) as attached in Annex; and
- (ii) making available on Marine Department internet site information on Berthing Guidelines on trial before being formally endorsed by the Authority.

#### **Proposed Amendments**

2. The proposed amendments as highlighted in red in the Annex are as follow:-

Chapter	Title	Proposed amendments
1	Index	To update information and add new column on date of endorsement
4	Berthing Remarks	To update Para. 1(d)
5	List of Important Telephone Numbers	To update information
8	Berth/Wharf/Terminal Information	To update information on KC5
9	Tropical Cyclone (Typhoon) Procedure	To retitle and update information including new appendix of three templates for publicity

		announcement
10	Miscellaneous	To update information
12	Berthing Guidelines	To update guidelines on berths 1 to 20 in Kwai Chung (KC1 to KC20) and Transit Mawan - Passenger & Container Ship (URMPS-C/URMA-C)

### **Information on Trial Version of Berthing Guidelines**

3 From time to time, pilots would initiate changes on the guidelines and put them on trial. These changes initiated by pilots are circulated to “all” parties concerned for early information before being discussed in the Working Group and eventually endorsed by the Authority. However, new players, such as agents who were new to the industries may not be included in the mailing list.

4. Therefore, it is proposed to look into the feasibility on making these trial versions available on the Department’s internet site so as to better inform the users of the potential changes to Berthing Guidelines.

### **Presentation**

10. This paper will be presented by Mr. George YK Tang, MO/Pilotage.

**Pilotage Unit**

**Marine Department**

**November 2014**

### **List of Annexes to PACWG Paper 3/2014**

<b>Annex</b>	<b>File reference</b>
1.	BGL Chap 01- proposed draft
2.	BGL Chap 04- proposed draft
3.	BGL Chap 05- proposed draft
4.	BGL Chap 08- proposed draft
5.	BGL Chap 09- proposed draft
6.	BGL Chap 10- proposed draft
7.	BGL Chap 12- proposed draft
8.	Proposed BGL KC1-2
9.	Proposed BGL KC3
10.	Proposed BGL KC4
11.	Proposed BGL KC5
12.	Proposed BGL KC6
13.	Proposed BGL KC6_O-F
14.	Proposed BGL KC7
15.	Proposed BGL KC7_O-F
16.	Proposed BGL KC8-9
17.	Proposed BGL KC10C&E
18.	Proposed BGL KC10W
19.	Proposed BGL KC11
20.	Proposed BGL KC12
21.	Proposed BGL KC13-14
22.	Proposed BGL KC15
23.	Proposed BGL KC16-19
24.	Proposed BGL KC20
25.	Proposed BGL URMPS-C URMPA-c part 1
26.	Proposed BGL URMPS-C URMPA-c part 2

Chapter: 1 **INDEX**

Chapter	Description	Date of Endorsement
1	Index	To be endorsed
2	General remarks	12-04-2011
3	Pilotage advisory committee	18-05-2012
4	Berthing remarks	To be endorsed
5	List of important telephone numbers	To be endorsed
6	Tugs information	To be endorsed
7	Floating docks information	09-01-2008
8	Berth/wharf/terminal information	To be endorsed
9	<b>Tropical Cyclone</b> (Typhoon) procedure	To be endorsed
10	Miscellaneous	To be endorsed
11	Government mooring buoys	04-02-2010
12	Berthing guidelines : by location code (Index)	N/A
	Berthing guidelines : by location code	
13	Amendment log sheet	N/A

## \*\* BERTHING GUIDELINES INDEX \*\*

Code	Location	Date of Endorsement
ASB-JB	ASB Biodiesel Terminal	29-04-2014
BUOY	Government mooring buoy	12-04-2011
CCEMENT	China Cement Company (TSK)	09-01-2008
CFT	China ferry terminal	07-07-1999
CHT	Cruise Ship Transiting Central Harbour	24-09-2013
CLPTSK	China light power station (TSK)	04-02-2010
CMKEN-N	China Merchant Kennedy Town north berth	07-07-1999
CMKEN-S	China Merchant Kennedy Town south berth	07-07-1999
CVX	Chevron T/Y main berth	29-04-2014
CVX-5	Chevron T/Y No. 5 berth	29-04-2014
CVX-6A	Chevron T/Y No. 6A berth	29-04-2014
CVX-LPG	Chevron T/Y LPG berth	29-04-2014
EMTY-E1	ExxonMobil T/Y east terminal berth 1	29-04-2014
EMTY-E4	ExxonMobil T/Y east terminal berth 4	29-04-2014
EMTY-W1	ExxonMobil T/Y west terminal berth 1	29-04-2014
EMTY-W2	ExxonMobil T/Y west terminal berth 2	29-04-2014

Code	Location	Date of Endorsement
EURO 1- <del>2,3P</del>	Euro-Asia berth 1- <del>2 &amp; 3P</del>	29-04-2014
EURO 2	Euro-Asia berth 2	29-04-2014
EURO 3P	Euro-Asia berth 3P	29-04-2014
HKELECT(N)	Lamma power station north wharf	09-01-2008
HKELECT(S)	Lamma power station south wharf	09-01-2008
JBDGA	Junk Bay DG anchorage	11-05-2005
KC1,2, <del>3</del>	Kwai Chung berth <del>1,2 &amp; 3</del> 1&2	To be endorsed
KC 3	Kwai Chung berth 3	To be endorsed
KC4	Kwai Chung berth 4	To be endorsed
KC5	Kwai Chung berth 5	To be endorsed
KC6	Kwai Chung berth 6	To be endorsed
KC7	Kwai Chung berth 7	To be endorsed
KC6/O-F	Kwai Chung berth 6 outer-foul	To be endorsed
KC7/O-F	Kwai Chung berth 7 outer-foul	To be endorsed
KC8, 9	Kwai Chung berth 8 & 9	To be endorsed
KC 10C, 10E	Kwai Chung berth 10C & 10E	To be endorsed
KC 10W	Kwai Chung berth 10W	To be endorsed
KC 11	Kwai Chung berth 11	To be endorsed
KC <del>10</del> -12	Kwai Chung berth <del>10</del> -12	To be endorsed
KC13-14	Kwai Chung berth 13-14	To be endorsed
KC15	Kwai Chung berth 15	To be endorsed
KC16-19	Kwai Chung berth 16-19	To be endorsed
KC20	Kwai Chung berth 20	To be endorsed
KEL-1	Kellett Anchorage No. 1	14-12-2006
KEL-2	Kellett Anchorage No. 2	14-12-2006
KEL-3	Kellett Anchorage No. 3	14-12-2006
KTCT-1	Kai Tak Cruise Terminal berth 1	24-09-2013
KYCA	Kau Yi Chau DG anchorage	07-07-1999
LOP	Lok On Pai oil berth	07-07-1999
MFT	Macau ferry terminal	07-07-1999
MWA	Ma Wan anchorage	07-07-1999
NLA	North Lamma anchorage	07-07-1999
NWLA	North West Lamma anchorage	07-07-1999
OTN	Ocean Terminal north berth	17-01-2003
OTNO	Ocean Terminal north berth outer-foul	17-01-2003
OTS	Ocean Terminal south berth	17-01-2003
OTSO	Ocean Terminal south berth outer-foul	17-01-2003

Code	Location	Date of Endorsement
PAFF	Permanent Aviation Fuel Facility	04-02-2010
PSSA-E	Pun Shan Shek anchorage east	07-07-1999
PSSA-W	Pun Shan Shek anchorage west	07-07-1999
RDGA	Reserved dangerous goods anchorage	07-07-1999
RTT-1	River Trade Terminal No.1 berth	07-07-1999
RTT-2	River Trade Terminal No.2 berth	11-04-2002
RTT-4	River Trade Terminal No.4 berth	29-04-2014
RTT-5	River Trade Terminal No.5 berth	29-04-2014
SEATRIAL	Sea trial, compass adjustment & DF calibration	07-07-1999
SHACHAU	Sha Chau oil terminal (TSK)	25-09-2001
SHELL	Shell oil terminal main berth	05-09-2003
SHELL-1E	Shell No. 1 east & west berth	07-07-1999
SHELL-2E	Shell No. 2 & 3 east & west berth	16-02-2009
SHELL-LPG	Shell oil terminal LPG berth	09-01-2008
SINO-A	Sinopec T/Y main berth (A)	18-05-2012
SINO-B	Sinopec T/Y west berth (B)	18-05-2012
SINO-C	Sinopec T/Y east berth (C)	18-05-2012
SINO-CW	Sinopec Chai Wan berth	18-05-2012
SINO-3	Sinopec T/Y No. 3 berth	18-05-2012
SLA	Anchorage South of Lamma Island	07-07-1999
SSK-1	Sham Shui Kok Anchorage No. 1	16-02-2009
SSK-2	Sham Shui Kok Anchorage No. 2	16-02-2009
SWSTL	Shiu Wing steel wharf (TSK)	12-04-2011
THA	Tolo harbour anchorage	07-07-1999
TOW	Ship under tow	05-09-2003
TOW-BERTH	Ship under tow to/from berth	04-10-2004
TPGAS	Tolo harbour Town Gas wharf	17-01-2003
TSK-MHB	Tap Shek Kok Material Handling Berth	18-05-2012
TYD	Floating docks west of T/Y Island	09-01-2008
URMPS/URMA	Transit Mawan – Bulker & Tanker (All vessels other than passenger & container ship)	18-05-2012
URMPS-C/ URMA-C	Transit Mawan – Passenger & Container ship	To be endorsed
WA-1	Western anchorage No.1	07-07-1999
WA-2	Western anchorage No.2	07-07-1999
WA-3	Western anchorage No.3	07-07-1999
WQA	Western quarantine anchorage	07-07-1999
YMTA	Yau Ma Tei anchorage	25-09-2001
YUENFAT	Yuen Fat wharf No.2 berth	07-07-1999

## Chapter: 4

**BERTHING REMARKS**

## (1) Kwai Chung Terminals

- a. Sufficient fore-and-aft clearances should be allowed for during berthing and unberthing operations. The following table shall be used to determine the clearances required:

<u>Vessel's LOA</u>	<u>Minimum Clearance at Each End*</u>	<u>Remarks</u>
367m and above	35 metres	
300m to under 367m	25 metres	Note 2
200m to under 300m	20 metres	Note 1,2,3 & 4
Under 200m	15 metres	Note 1,2,3 & 4

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 22 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, or 35 metres for LOA >367m.

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 all vessels, except vessels of LOA  $\geq$ 367m which require 35 metres.

\* Notwithstanding the requirements specified, Kwai Chung terminal operators should endeavour to arrange a clearance of not less than 25 metres as far as possible, except vessels of LOA  $\geq$ 367m which require 35 metres.

- b. 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, except vessels of LOA  $\geq$ 367m which require 35 metres.

**Chapter 4** *cont'd...*

- c. Under Keel Clearance (**UKC**) at berth and throughout the harbour passage:  
To ensure safe navigation, **10% UKC** must be maintained throughout the entire berthing/unberthing operation at all tidal conditions. The tidal height to be used for calculating the maximum allowable draft should be the lowest within the 2 hours period during the berthing/unberthing operation. The required 10% UKC is allowed for various factors, including but not limited to the following:
- (i.) Listing due to e.g. inadequate GM (Vessel Tender),
  - (ii.) Delay of berthing/unberthing due to delayed schedule, traffic congestion, weather etc. particularly on a falling tide.
  - (iii.) Squat

**Warning:**

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

- d. Declared Depths at Kwai Chung Berths: (**KC basin maintained depth 15.0m**)

<b><u>Berth No.</u></b>	<b><u>*Depth @ berth</u></b>	<b><u>Max. Sailing or Arrival Draft @ KC Basin</u></b>
KC 1,2,3 <del>&amp; 5</del>	14.0m	14.0m + Tide – 10% UKC
<b>KC 5</b>	<b>15.5m</b>	<b>15.0m + Tide – 10% UKC</b>
KC 4 & 6	14.2m	14.2m + Tide – 10% UKC
KC 7	15.5m	15.0m + Tide – 10% UKC
KC 8 & 9	15.5m	15.0m + Tide – 10% UKC
KC 10 -14	15.5m	15.0m + Tide – 10% UKC
KC 15 - 20	15.5m	15.0m + Tide – 10% UKC

**Remarks:**

- ❖ \*Depth @ 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.
  - ❖ Vessels intending to sail or arrive with draft exceeding **15.0m** should submit the following information to **VTC & HK Pilots** in ample time for consideration.
    - (i.) Water density used for calculating the declared draft
    - (ii.) Draft at water density SG 1.017
    - (iii.) TPC (tonne per centimetre)
    - (iv.) Estimated GM @ sailing
    - (v.) Increase of draft due to squat @ 8 and 12 knots respectively
    - (vi.) Increase of draft due to heeling of 1 & 2 degrees respectively
- e. Any berthing movements within Kwai Chung which are not in compliance with the guidelines endorsed by the PAC should have the agreement from the Duty Pilot and/or one of the Executive Directors of HKPA. General Manager of HKPA would be responsible for coordinating with all the involved parties.



... cont'd : **Chapter 4 Berthing Remarks**

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

Note: Master should consider Pilot's recommendation to use tug even the above conditions are met, especially in adverse weather or small maneuvering area.

Vessel's Length over all	Actual minimum Horse Power	Actual minimum Kilo Watts	Actual minimum Kilo Newton
<131m	600	438	45
131-180m	800	584	61
181-250m	1000	730	75
251-300m	2000	1460	150
301-350m	3000	2190	225
351-375m	3500	2555	263
>375m	4000	2920	301

**Chapter 5 - LIST OF IMPORTANT TELEPHONE NUMBERS****1. Marine Department**Vessel Traffic Center (VTC)

VTC Control Room 2233 7801

~~VTC Duty Marine Officer 2233 7801-3~~

VTC (Fax) 2858 6646

~~VTC (Telex) 63607 MDVTS HX~~

Senior Marine Officer 2233 7813

Marine Officer 2233 7810

Kwai Chung Control Station (KCCS) 2743 6043 2743 8296~~Mawan Control Station (MWCS) 2491 4292~~~~Harbour Patrol Section Command Centre 2385 2791-2~~Government Dockyard

Senior Fleet Manager 2307 3614

Dockyard Ops. Manager 2307 3615

~~**2. Emergency 999**~~**2. Fire Services Department**

Marine &amp; Offshore Island Office 2534 7250

**3. Police Force**

General Emergency 999

Marine Police Duty Control Room 2803 6267

~~Tolo Channel Anti-smuggling Boom 2603 4052~~

Tolo Monitor System (TMS) 28036243

~~**3-4. Hong Kong Observatory**~~

Centre forecast office 2368 1944

Port meteorological office 2926 3113

~~**4-5. Immigration Department**~~

Hong Kong 2543 1958

Tuen Mun Anchorage office (TMIA) 2180 8966

~~**5-6. Port Health Department**~~

Port Health office 2543 1702

Duty Port Health officer 9016 8988

## Chapter: 8

## 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	7.0	153	078/258	270	2738 2906
CLPTSK	16.8	280	134/314	545	2404 8402
CMKEN-N	9.5	156	070/250	170	2816 8398 9125 3298
CMKEN-S	7.0	120	070/250	140	2816 8398 9125 3298
CVX	12.6	235	162/342	90	2431 2428
CVX-5	3.2	80	035/215	80	2431 2428
CVX-6A	7.3	110	055/235	50	2431 2428
CVX-LPG	6.5	114	072/252	95	2431 2428
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
KC 1-2	14.0	<del>410</del> 370	163/343	305	2115 3552
KC 3	14.0	<del>410</del> 370	163/343	305	2489 4745
KC 4	14.2	<del>410</del> 370	163/343	305	2619 7792
KC 5	15.0	<del>410</del> 400	073/253	<del>457</del> 472	2115 3552
KC 6	14.2	350	073/253	564	2619 7792
KC 7	15.0	350	073/253	564	2619 7792
KC 8	15.0	<del>410</del> 400	163/343	380	2619 7792
KC 9	15.0	<del>410</del> 400	163/343	450	2619 7792
KC 10	15.0	<del>367</del> 370	073/253	700	2619 7792
KC 11	15.0	<del>367</del> 340	073/253	338	2991 8022
KC 12	15.0	<del>367</del> 370	073/253	338	2991 8022
KC 13	15.0	<del>410</del> 370	073/253	338	2276 8137 2276 8138
KC 14	15.0	<del>410</del> 370	073/253	338	2276 8137 2276 8138
KC 15	15.0	<del>410</del> 370	163/343	350	2619 3021
KC 16	15.0	<del>410</del> 400	163/343	350	2619 3021
KC 17-18	15.0	<del>410</del> 400	163/343	350	2920 2616 2920 2645
KC 19	15.0	<del>410</del> 400	163/343	200	2920 2616 2920 2645
KC 20	15.0	310	042/222	340	2920 2616 2920 2645
KTCT-1	11.0	365	134/314	450	-
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	11.5	200	125/305	215	2618 8761
TPGAS	11.0	228	120/300	300	2666 2106 9092 1684
TSK-MHB	8.0	120	038/218	140	2404 8402
YUENFAT	6.7	153	040/220	171	

Chapter: 9 - **TROPICAL CYCLONE (TYPHOON) PROCEDURE****When ~~T~~tropical cyclone warning signal No.1 is hoisted issued****Pilot office will:-**

1. Give warning to tanker at Tolo harbour Town Gas wharf, remind the agent that tugs will required 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 ~~Typhoon~~ tropical cyclone warning signal No.3 is hoisted 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 ~~typhoon~~ tropical cyclone warning signal No.8 is likely to be hoisted issued or the wind speed or wave height is likely to exceed the acceptable limit, Pilot office will, as far as practicable, ~~try to~~ give at least ~~THREE TWO~~ hours warning to all shipping through MARDEP before pilotage service is suspended. ~~Templates at appendix to this chapter should be used.~~

~~(REMEMBER—Tugs may be used for pilot transportation if pilot boats could not be operated in heavy sea.)~~

All ~~repair~~ 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 ~~A~~avoid the acceptance of any order for ships in bound to buoy at night when ~~typhoon~~ tropical cyclone warning signal No.3 is hoisted 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 <del>MO</del> Controller	2233 7801-3
MARDEP VTC	(FAX)	2858 6646
<del>MARDEP VTC</del>	<del>(TELEX)</del>	<del>63607-MDVTS-HX</del>
Hong Kong Observatory	2926 8477 / 2926 8478	<del>inquiry on public-</del>
	Dial-a-Weather service	<del>weather-1878200</del>

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

領港服務將暫停

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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

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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

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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

~~Locations displaying Tropical cyclone and Monsoon signal stations~~

- ~~1. Cheung Chau Meteorological Station Tel:2981 1041~~
- ~~2. Lau Fau Shan Police Station 2472 1241 2472 7213~~
- ~~3. Sha Tau Kok Police Station 2674 8600~~
- ~~4. Sha Tau Kok Sewage treatment works 2674 8644~~
- ~~5. Tai Lam Small Boat Unit Headquarters 2452 9254~~

## Width of fairway

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 anchorage

	Mooring Buoys	Location	
1.	ZA1	22° 18. <del>17</del> 56N	114° 08. <del>45</del> 61E
2.	ZA2	22° 18. <del>44</del> 35N	114° 08. <del>35</del> 51E
3.	ZB1	22° 18. <del>80</del> 71N	114° 08. <del>26</del> 40E
4.	ZB2	22° 18. <del>61</del> 51N	114° 08. <del>19</del> 35E

## Pilot station

	Name	Location	
<del>1.</del>	<del>Tathong Channel</del>	<del>22°16.0N</del>	<del>114°15.7E</del>
<del>2.</del>	<del>Urmston Road (TSK)</del>	<del>22°23.5N</del>	<del>113°53.5E</del>
<del>3.</del>	<del>Chik Chau</del>	<del>22°29.6N</del>	<del>114°19.7E</del>
<del>4.</del>	<del>Ngan Chau</del>	<del>22°13.0N</del>	<del>114°09.7E</del>
<del>5.</del>	<del>West Lamma</del>	<del>22°12.0N</del>	<del>114°05.3E</del>
1.	Area off Ha Mei Wan, west of Lamma Island	22° 12.0'N	114° 05.3'E



**Berthing Guidelines***PAC endorsed on xx xxx xxxx*

- |  |            |             |
|--|------------|-------------|
| 2. Area off the turning buoy in the Tathong Channel    | 22° 16.0'N | 114° 15.7'E |
| 3. Area off Lam Kok Tsui (Black Point) in Urmston Road | 22° 25.0'N | 113° 53.2'E |
| 4. Area off the entrance to Tolo Channel (Chik Chau)   | 22° 29.6'N | 114° 19.7'E |
| 5. Area off Ngan Chau in East Lamma Channel            | 22° 13.0'N | 114° 09.7'E |

**Other useful location**

---

Ngan Chau	22° 13.0N	114° 11.0E
Shek Kok Tsui	22° 14.2N	114° 06.1E
Waglan	22° 11.0N	114° 18.0E
Yuen Kok	22° 11.0N	114° 08.8E
SW Lamma Island	22° 10.0N	114° 06.0E
Tuen Mun anchorage	22° 21.3N	113° 59.2E
	22° 21.3N	113° 58.4E
	22° 21.7N	113° 58.4E

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	OTNO	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	OTSO	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 & DF calibration
EURO 1, <del>2, 3P</del>	Euro-Asia berth 1, <del>2 &amp; 3P</del>	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, <del>2, 3</del>	Kwai Chung berth <del>1, 2 &amp; 3</del> 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
KC7	Kwai Chung berth 7	SSK-1	Sham Shui Kok Anchorage No. 1
KC6/O-F	Kwai Chung berth 6 outer-foul	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
KC <del>10</del> -12	Kwai Chung berth <del>10</del> -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 /	Transit Mawan – Bulker & Tanker
KC16-19	Kwai Chung berth 16-19	URMA	(All vessels other than passenger & container ship)
KC20	Kwai Chung berth 20	URMPS-C /	Transit Mawan – Passenger & Container ship
KEL-1	Kellett Anchorage No. 1	URMA-C	Container ship
KEL-2	Kellett Anchorage No. 2	WA-1	Western anchorage No.1
KEL-3	Kellett Anchorage No. 3	WA-2	Western anchorage No.2
KTCT-1	Kai Tak Cruise Terminal berth 1	WA-3	Western anchorage No.3
KYCA	Kau Yi Chau DG anchorage	WQA	Western quarantine anchorage
LOP	Lok On Pai oil berth	YMTA	Yau Ma Tei anchorage
MFT	Macau ferry terminal	YUENFAT	Yuen Fat wharf No.2 berth

Location : KC~~1-2~~ ~~1,2,3~~Kwai Chung berth ~~1-2~~ ~~1,2,3~~(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 est. 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 est. 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 ~~410m~~ 370m  
**Draft:**      Max. 14.0m + tide – 10% UKC  
**Time:**      24 hrs.  
**Tugs:**      3 incl. 1 GI est. if no bow thruster.  
                  2 if bow & stern thrusters fitted.  
                  D>~~12.5m~~13.0m, 4 incl. 1 GI est. if  
                  no bow thruster.

051      **Unberthing**      LOA: Max ~~410m~~ 370m  
**Draft:**      Max. 14.0m + tide – 10% UKC  
**Time:**      24 hrs.  
**Tugs:**      ~~3~~ 2, ~~2~~ 1 if bow & stern thrusters  
                  fitted.  
                  D>13.0m, 3, 2 if bow & stern  
                  thrusters fitted.

**Remarks:****Remarks:****General Remarks:**

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

Location : KC~~1,2,~~ 3Kwai Chung berth ~~1,2,~~ 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 est. 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 est. 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 ~~410m~~370m  
**Draft:**      Max. 14.0m + tide – 10% UKC  
**Time:**      24 hrs.  
**Tugs:**      3 incl. 1 GI est. if no bow thruster.  
                  2 if bow & stern thrusters fitted.  
                  D>~~12.5m~~13.0m, 4 incl. 1 GI est. if  
                  no bow thruster.

051      **Unberthing**      LOA: Max ~~410m~~ 370m  
**Draft:**      Max. 14.0m + tide – 10% UKC  
**Time:**      24 hrs.  
**Tugs:**      ~~3~~ 2, ~~2~~ 1 if bow & stern thrusters  
                  fitted.  
                  D>13.0m, 3, 2 if bow & stern  
                  thrusters fitted.

**Remarks:****Remarks:****General Remarks:**

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

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 est. if no bow thruster.  
                  1 if bow & stern thrusters fitted.  
**Remarks:**

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

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

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

050      **Berthing**      LOA: Max ~~410m~~ 370m  
**Draft:**      Max. 14.2m + tide – 10% UKC  
**Time:**      24 hrs.  
**Tugs:**      3 incl. 1 GI est. if no bow thruster.  
                  2 if bow & stern thrusters fitted.  
                  D>~~12.5m~~ 13.0m, 4 incl. 1 GI est.  
                  if no bow thruster.

051      **Unberthing**      LOA: Max ~~410m~~ 370m  
**Draft:**      Max. 14.2m + tide – 10% UKC  
**Time:**      24 hrs.  
**Tugs:**      ~~3~~ 2, ~~2~~ 1 if bow & stern thrusters fitted.  
                  D>13.0m, 3, 2 if bow & stern thrusters fitted.

**Remarks:****Remarks:****General Remarks:**

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

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 est. if no bow thruster.  
                  1 if bow & stern thrusters fitted.  
**Remarks:**

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

040      **Berthing**      LOA: Max 300m  
**Draft:**      Max. 15.0m + tide – 10%UKC  
**Time:**      24 hrs.  
**Tugs:**      3 incl. 1 GI est. if no bow thruster.  
                  1 if bow & stern thrusters fitted.  
**Remarks:**

041      **Unberthing**      LOA: Max 300m  
**Draft:**      Max. 15.0m + tide – 10%UKC  
**Time:**      24 hrs.  
**Tugs:**      2.  
                  1 if bow & stern thrusters fitted.  
**Remarks:**

~~040~~050      **Berthing**      LOA: Max 340m  
**Draft:**      Max. 15.0m + tide – 10%UKC  
**Time:**      24 hrs.  
**Tugs:**      3 incl. 1 GI est. if no bow thruster.  
                  1 if bow & stern thrusters fitted.  
**Remarks:**

~~041~~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.

~~050~~060      **Berthing**      LOA: Max ~~410m~~370m  
**Draft:**      Max. 15.0m + tide – 10% UKC  
**Time:**      24 hrs.  
**Tugs:**      3 incl. 1 GI est. if no bow thruster.  
                  2 if bow & stern thrusters fitted.  
                  D>12.5m, 4 incl. 1 GI est. if no bow thruster.  
**Remarks:**

~~051~~061      **Unberthing**      LOA: Max ~~410m~~370m  
**Draft:**      Max. 15.0m + tide – 10% UKC  
**Time:**      24 hrs.  
**Tugs:**      3, 2 if bow & stern thrusters fitted.  
**Remarks:**

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 est. if no bow thruster.  
D>12.5m, 5 incl. 1 GI est. if no  
bow thruster, 4 if one 5000HP tug  
is used.

**Remarks:** All quay cranes at KC1 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 must be  
boom up.

**General Remarks:**

1. Please see Chapter 4(1) Berthing Remarks for Kwai Chung Terminals.
2. Vessels intending to sail or arrive with draft exceeding 15.0m should inform VTC & HK Pilots in ample time for consideration.
3. KC5 – Berth Length ~~457~~ 472m.

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 est. if no bow thruster.  
1 if bow & stern thrusters fitted.  
**Remarks:**

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

**040 Berthing** LOA: Max 300m  
**Draft:** Max. 14.2m + tide – 10%UKC  
**Time:** 24 hrs.  
**Tugs:** 3 incl. 1 GI est. if no bow thruster.  
1 if bow & stern thrusters fitted.  
**Remarks:**

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

~~040~~**050 Berthing** LOA: Max 340m  
**Draft:** Max. 14.2m + tide – 10%UKC  
**Time:** 24 hrs.  
**Tugs:** 3 incl. 1 GI est. if no bow thruster.  
1 if bow & stern thrusters fitted.

**Remarks:**

~~041~~**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, 1 if bow & stern thrusters fitted.

**Remarks:**

~~050~~**060 Berthing** LOA: Max 350m  
**Draft:** Max. 14.2m + tide – 10%UKC  
**Time:** 24 hrs.  
**Tugs:** 3 incl. 1 GI est. if no bow thruster.  
2 if bow & stern thrusters fitted.  
D>12.5m, 4 incl. 1 GI est. if no bow thruster.

**Remarks:** Port side to.

~~051~~**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 Remarks:**

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



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:**

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

~~01~~020      **Berthing**      LOA: Max 250m  
**Draft:**      Max. 14.2m + tide – 10% UKC  
**Time:**      24 hrs.  
**Tugs:**      2  
**Remarks:** Thruster not considered.

~~01~~021      **Unberthing**      LOA: Max 250m  
**Draft:**      Max. 14.2m + tide – 10% UKC  
**Time:**      24 hrs.  
**Tugs:**      2  
**Remarks:** Thrusters not considered.

~~02~~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.

~~02~~031      **Unberthing**      LOA: Max 290m  
**Draft:**      Max. 14.2m + tide – 10% UKC  
**Time:**      24 hrs.  
**Tugs:**      2  
**Remarks:** Thrusters not considered.

**General Remarks:**

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

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 est. if no bow thruster.  
1 if bow & stern thrusters fitted.  
**Remarks:**

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

**040 Berthing** LOA: Max 300m  
**Draft:** Max. 15.0m + tide – 10%UKC  
**Time:** 24 hrs.  
**Tugs:** 3 incl. 1 GI est. if no bow thruster.  
1 if bow & stern thrusters fitted.  
**Remarks:**

**041 Unberthing** LOA: Max 300m  
**Draft:** Max. 15.0m + tide – 10%UKC  
**Time:** 24 hrs.  
**Tugs:** 2.  
1 if bow & stern thrusters fitted.  
**Remarks:**

~~040~~**050 Berthing** LOA: Max 340m  
**Draft:** Max. 15.0m + tide – 10%UKC  
**Time:** 24 hrs.  
**Tugs:** 3 incl. 1 GI est. if no bow thruster.  
1 if bow & stern thrusters fitted.

**Remarks:**

~~041~~**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:**

~~050~~**060 Berthing** LOA: Max 350m  
**Draft:** Max. 15.0m + tide – 10%UKC  
**Time:** 24 hrs.  
**Tugs:** 3 incl. 1 GI est. if no bow thruster.  
2 if bow & stern thrusters fitted.  
D>12.5m, 4 incl. 1 GI est. if no bow thruster.

**Remarks:** Starboard side to.

~~051~~**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 Remarks:**

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

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:**

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

~~010~~020      **Berthing**      LOA: Max 250m  
**Draft:**      Max. 15.0m + tide – 10% UKC  
**Time:**      24 hrs.  
**Tugs:**      2  
**Remarks:** Thruster not considered.

~~011~~021      **Unberthing**      LOA: Max 250m  
**Draft:**      Max. 15.0m + tide – 10% UKC  
**Time:**      24 hrs.  
**Tugs:**      2  
**Remarks:** Thrusters not considered.

~~020~~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.

~~021~~031      **Unberthing**      LOA: Max 290m  
**Draft:**      Max. 15.0m + tide – 10% UKC  
**Time:**      24 hrs.  
**Tugs:**      2  
**Remarks:** Thrusters not considered.

**General Remarks:**

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

## Berthing Guidelines

PAC endorsed ~~on 18 May 2012~~ xx xxxxxx 2014

### ON TRIAL

Location : 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 est. if no bow thruster.  
                 1 if bow & stern thrusters fitted.  
**Remarks:**

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

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

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

050      **Berthing**      LOA: Max ~~410m~~370m  
**Draft:**      Max. 15.0m + tide – 10% UKC  
**Time:**      24 hrs.  
**Tugs:**      3 incl. 1 GI est. if no bow thruster.  
                 2 if bow & stern thrusters fitted.  
                 D>~~12.5m~~13.0m, 4 incl. 1 GI est. if  
                 no bow thruster.

051      **Unberthing**      LOA: Max ~~410m~~370m  
**Draft:**      Max. 15.0m + tide – 10% UKC  
**Time:**      24 hrs.  
**Tugs:**      ~~32, 21~~ if bow & stern thrusters fitted.  
                 D>13.0m, 3, 2 if bow & stern  
                 thrusters fitted.

**Remarks:**

**Remarks:**

## Berthing Guidelines

*PAC endorsed ~~on 18 May 2012~~ xx xxxxxx 2014*

Location : KC8-9

### Kwai Chung berth 8-9

*(Declared Depth **at berth** 15.5m)*

**060 Berthing** LOA: Max 400m  
**Draft:** Max. 15.0m + tide – 10% UKC  
**Time:** 24 hrs.  
**Tugs:** 4 incl. 1 GI est. if no bow thruster.  
D>13.0m, 5 incl. 1 GI est. 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 Chapter 4(1) Berthing Remarks for Kwai Chung Terminals.
2. Vessels intending to sail or arrive with draft exceeding 15.0m should inform VTC & HK Pilots in ample time for consideration.

**Berthing Guidelines***PAC endorsed on ~~18 May 2012~~ xx xxxxxx 2014*Location : KC~~10-12~~ 10C,10E      Kwai Chung berth ~~10-12~~ 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 est. if no bow thruster.  
                 1 if bow & stern thrusters fitted.  
**Remarks:** Stern in 3 tugs.

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

040      **Berthing**      LOA: Max 300m  
**Draft:**      Max. 15.0m + tide – 10%UKC  
**Time:**      24 hrs.  
**Tugs:**      3 incl. 1 GI est. if no bow thruster.  
                 1 if bow & stern thrusters fitted.  
**Remarks:** Stern in 3 tugs.

041      **Unberthing**      LOA: Max 300m  
**Draft:**      Max. 15.0m + tide – 10%UKC  
**Time:**      24 hrs.  
**Tugs:**      2.  
                 1 if bow & stern thrusters fitted.  
**Remarks:**

~~040~~050      **Berthing**      LOA: Max 340m  
**Draft:**      Max. 15.0m + tide – 10%UKC  
**Time:**      24 hrs.  
**Tugs:**      3 incl. 1 GI est. if no bow thruster.  
                 1 if bow & stern thrusters fitted.

~~041~~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:** ~~Stern in 3 tugs~~ Port side to.

**Remarks:**

~~050~~      **Berthing**      LOA: Max 367m  
**Draft:**      Max. 15.0m + tide – 10%UKC  
**Time:**      24 hrs.  
**Tugs:**      3 incl. 1 GI est. if no bow thruster.  
                 2 if bow & stern thrusters fitted.  
                 D>12.5m, 4 incl. 1 GI est. if no bow thruster.  
**Remarks:** Stern in 4 tugs

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

**General Remarks:**

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

## ON TRIAL

Location : KC~~10-12~~ 10WKwai Chung berth ~~10-12~~ 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 est. if no bow thruster.  
                  1 if bow & stern thrusters fitted.  
**Remarks:** Stern in 3 tugs.

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

040      **Berthing**      LOA: Max 300m  
**Draft:**      Max. 15.0m + tide – 10%UKC  
**Time:**      24 hrs.  
**Tugs:**      3 incl. 1 GI est. if no bow thruster.  
                  1 if bow & stern thrusters fitted.  
**Remarks:** Stern in 3 tugs.

041      **Unberthing**      LOA: Max 300m  
**Draft:**      Max. 15.0m + tide – 10%UKC  
**Time:**      24 hrs.  
**Tugs:**      2.  
                  1 if bow & stern thrusters fitted.  
**Remarks:**

~~040~~050      **Berthing**      LOA: Max 340m  
**Draft:**      Max. 15.0m + tide – 10%UKC  
**Time:**      24 hrs.  
**Tugs:**      3 incl. 1 GI est. if no bow thruster.  
                  1 if bow & stern thrusters fitted.  
**Remarks:** Stern in 3 tugs.

~~041~~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 : KC~~10-12~~ 10W

**Kwai Chung berth ~~10-12~~ 10W**

*(Declared Depth **at berth** 15.5m)*

~~050060~~ **Berthing** LOA: Max ~~367m~~370m

**Draft:** Max. 15.0m + tide – 10%UKC

**Time:** 24 hrs.

**Tugs:** 3 incl. 1 GI est. if no bow thruster.  
2 if bow & stern thrusters fitted.  
D>12.5m, 4 incl. 1 GI est. if no  
bow thruster.

**Remarks:** ~~Stern in 4 tugs~~ Port side to.

~~051061~~ **Unberthing** LOA: Max ~~367m~~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 Chapter 4(1) Berthing Remarks for Kwai Chung Terminals.
2. Vessels intending to sail or arrive with draft exceeding 15.0m should inform VTC & HK Pilots in ample time for consideration.
3. LOA>270m berthing stern in, each tug 3600 HP min. In case 3 tugs are used, min. total 10800 HP. Min. 2 tugs if bow/stern thruster are fitted.

## Berthing Guidelines

PAC endorsed on ~~18 May 2012~~ xx xxxxxx 2014

Location : KC~~10-12~~ 11

Kwai Chung berth ~~10-12~~ 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 est. if no bow thruster.  
                 1 if bow & stern thrusters fitted.  
**Remarks:** Stern in 3 tugs.

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

040      **Berthing**      LOA: Max 300m  
**Draft:**      Max. 15.0m + tide – 10%UKC  
**Time:**      24 hrs.  
**Tugs:**      3 incl. 1 GI est. if no bow thruster.  
                 1 if bow & stern thrusters fitted.  
**Remarks:** Stern in 3 tugs.

041      **Unberthing**      LOA: Max 300m  
**Draft:**      Max. 15.0m + tide – 10%UKC  
**Time:**      24 hrs.  
**Tugs:**      2.  
                 1 if bow & stern thrusters fitted.  
**Remarks:**

~~040~~050      **Berthing**      LOA: Max 340m  
**Draft:**      Max. 15.0m + tide – 10%UKC  
**Time:**      24 hrs.  
**Tugs:**      3 incl. 1 GI est. if no bow thruster.  
                 1 if bow & stern thrusters fitted.

**Remarks:** ~~Stern in 3 tugs~~ Starboard side to.

~~041~~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:**

~~050~~      **Berthing**      LOA: Max 367m  
**Draft:**      Max. 15.0m + tide – 10%UKC  
**Time:**      24 hrs.  
**Tugs:**      3 incl. 1 GI est. if no bow thruster.  
                 2 if bow & stern thrusters fitted.  
                 D>12.5m, 4 incl. 1 GI est. if no bow thruster.

**Remarks:** Stern in 4 tugs.

~~051~~061      **Unberthing**      LOA: Max 367m  
**Draft:**      Max. 15.0m + tide – 10%UKC  
**Time:**      24 hrs.  
**Tugs:**      3, 2 if bow & stern thrusters fitted.

**Remarks:**

## **Berthing Guidelines**

*PAC endorsed on ~~18 May 2012~~ xx xxxxxx 2014*

### **General Remarks:**

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

Location : KC~~10-12-12~~Kwai Chung berth ~~10-12-12~~(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 est. if no bow thruster.  
                  1 if bow & stern thrusters fitted.  
**Remarks:** Stern in 3 tugs.

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

040      **Berthing**      LOA: Max 300m  
**Draft:**      Max. 15.0m + tide – 10%UKC  
**Time:**      24 hrs.  
**Tugs:**      3 incl. 1 GI est. if no bow thruster.  
                  1 if bow & stern thrusters fitted.  
**Remarks:** Stern in 3 tugs.

041      **Unberthing**      LOA: Max 300m  
**Draft:**      Max. 15.0m + tide – 10%UKC  
**Time:**      24 hrs.  
**Tugs:**      2.  
                  1 if bow & stern thrusters fitted.  
**Remarks:**

~~040~~050      **Berthing**      LOA: Max 340m  
**Draft:**      Max. 15.0m + tide – 10%UKC  
**Time:**      24 hrs.  
**Tugs:**      3 incl. 1 GI est. if no bow thruster.  
                  1 if bow & stern thrusters fitted.

**Remarks:** ~~Stern in 3 tugs~~ Starboard side to.

~~041~~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:**

Location : KC~~10-12-12~~Kwai Chung berth ~~10-12-12~~*(Declared Depth at berth 15.5m)*

~~050060~~ **Berthing** LOA: Max ~~367m~~370m  
**Draft:** Max. 15.0m + tide – 10%UKC  
**Time:** 24 hrs.  
**Tugs:** 3 incl. 1 GI est. if no bow thruster.  
2 if bow & stern thrusters fitted.  
D>12.5m, 4 incl. 1 GI est. if no  
bow thruster.

**Remarks:** ~~Stern in 4 tugs~~ Starboard side to.

061 **Unberthing** LOA: Max ~~367m~~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 Chapter 4(1) Berthing Remarks for Kwai Chung Terminals.
2. Vessels intending to sail or arrive with draft exceeding 15.0m should inform VTC & HK Pilots in ample time for consideration.
3. LOA>270m berthing stern in, each tug 3600 HP min. In case 3 tugs are used, min. total 10800 HP. Min. 2 tugs if bow/stern thruster are fitted.

## 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 est. if no bow thruster.  
                  1 if bow & stern thrusters fitted.  
**Remarks:** Stern in 3 tugs.

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

040      **Berthing**      LOA: Max 300m  
**Draft:**      Max. 15.0m + tide – 10%UKC  
**Time:**      24 hrs.  
**Tugs:**      3 incl. 1 GI est. if no bow thruster.  
                  1 if bow & stern thrusters fitted.  
**Remarks:** Stern in 3 tugs.

041      **Unberthing**      LOA: Max 300m  
**Draft:**      Max. 15.0m + tide – 10%UKC  
**Time:**      24 hrs.  
**Tugs:**      2. 1 if bow & stern thrusters fitted.  
**Remarks:**

~~040~~050      **Berthing**      LOA: Max 340m  
**Draft:**      Max. 15.0m + tide – 10%UKC  
**Time:**      24 hrs.  
**Tugs:**      3 incl. 1 GI est. if no bow thruster.  
                  1 if bow & stern thrusters fitted.

**Remarks:** Stern in 3 tugs.

~~041~~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)*~~050060~~ **Berthing** LOA: Max ~~410m~~**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 est. if no bow thruster.

2 if bow &amp; stern thrusters fitted.

D&gt;12.5m, 4 incl. 1 GI est. if no bow thruster.

**Remarks:** ~~Stern in 4 tugs~~ Starboard side to.~~051061~~ **Unberthing** LOA: Max ~~410m~~**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 Chapter 4(1) Berthing Remarks for Kwai Chung Terminals.
2. Vessels intending to sail or arrive with draft exceeding 15.0m should inform VTC & HK Pilots in ample time for consideration.
3. LOA>270m berthing stern in, each tug 3600 HP min. In case 3 tugs are used, min. total 10800 HP. Min. 2 tugs if bow/stern thruster are fitted.

## Berthing Guidelines

PAC endorsed on ~~18 May 2012~~ xx xxxxxx 2014

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 est. 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 est. 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 ~~410m~~370m  
**Draft:**     Max. 15.0m + tide – 10% UKC  
**Time:**     24 hrs.  
**Tugs:**     3 Incl. 1 GI est. if no bow thruster.  
                 2 if bow & stern thrusters fitted.  
                 D>~~12.5m~~13.0m, 4 incl. 1 GI est. if  
                 no bow thruster.

061     **Unberthing**     LOA: Max ~~410m~~370m  
**Draft:**     Max. 15.0m + tide – 10% UKC  
**Time:**     24 hrs.  
**Tugs:**     ~~3~~ 2, ~~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 Chapter 4(1) Berthing Remarks for Kwai Chung Terminals.
2. Vessels intending to sail or arrive with draft exceeding 15.0m should inform VTC & HK pilots in ample time for consideration.
3. Berthing: Swing around minimum 2 tugs.



## 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 hrs.  
**Tugs:**      2  
**Remarks:**

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

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

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

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

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

050      **Berthing**      LOA: Max ~~410m~~370m  
**Draft:**      Max. 15.0m + tide – 10% UKC  
**Time:**      24 hrs.  
**Tugs:**      3 incl. 1 GI est. if no bow thruster.  
                  2 if bow & stern thrusters fitted.  
                  D>~~12.5m~~13.0m, 4 incl. 1 GI est. if  
                  no bow thruster.  
**Remarks:**

051      **Unberthing**      LOA: Max ~~410m~~370m  
**Draft:**      Max. 15.0m + tide – 10% UKC  
**Time:**      24 hrs.  
**Tugs:**      ~~3~~ 2, ~~2~~ 1 if bow & stern thrusters  
                  fitted.  
                  D>13.0m, 3, 2 if bow & stern  
                  thrusters fitted.  
**Remarks:**

**Berthing Guidelines**

*PAC endorsed on ~~18 May 2012~~ xx xxxxxx 2014*

Location : KC16-19

**Kwai Chung berth 16-19**

*(Declared Depth **at berth** 15.5m)*

**060      Berthing      LOA: Max 400m**  
**Draft:**      Max. 15.0m + tide – 10% UKC  
**Time:**      24 hrs.  
**Tugs:**      4 incl. 1 GI est. if no bow thruster.  
                 D>13.0m, 5 incl. 1 GI est. 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 Chapter 4(1) Berthing Remarks for Kwai Chung Terminals.
2. Vessels intending to sail or arrive with draft exceeding 15.0m should inform VTC & HK pilots in ample time for consideration.
3. Berthing: LOA >130m swing around &/or Wedge-in minimum 2 tugs.

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 est. if no bow thruster.  
                  1 if bow & stern thrusters fitted.

**Remarks:**

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

**Remarks:**

040      **Berthing**      LOA: Max 310m  
**Draft:**      Max. 15.0m + tide – 10% UKC  
**Time:**      24 hrs.  
**Tugs:**      3 incl. 1 GI est. if no bow thruster.  
                  1 if bow & stern thrusters fitted.

**Remarks:**

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

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

*Draft ≤ 14.5m : Restricted transit period @ Mawan = Current Against >3 knots / With >2 knots*  
*Draft > 14.5m ≤ ~~15.5~~ 16.0m : Restricted transit period @ Mawan = Current Against >2 knots / With >1 knots*  
*(per current info. supplied by HYDRO office)*  
*Transit @ Mawan : Day = (Sunrise – 30mins.) To (Sunset + 30mins.)*

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

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

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

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

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

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

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

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

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

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

Location : URMPS-C/URMA-C

Transit Mawan – Passenger &amp; Container ship

*Draft ≤ 14.5m : Restricted transit period @ Mawan = Current Against >3 knots / With >2 knots*  
*Draft >14.5m ~~≤ 15.5~~ 16.0m : Restricted transit period @ Mawan = Current Against >2 knots / With >1 knots*  
*(per current info. supplied by HYDRO office)*

*Transit @ Mawan : Day = (Sunrise – 30mins.) To (Sunset + 30mins.)*

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

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

070      **N. bound**      LOA: Max ~~367~~370m  
**Draft:**      Max. 15.5m (min. 15% UKC)  
**Time:**      Subject to current condition @ Mawan.  
                  D>14.5m-15.5m, day light only.  
**Tugs:**      1 escort from Kellett buoy for Mawan Transit.  
                  D>12.5m-15.5m, 1 from GI & 1 from Kellett buoy escort for Mawan Transit.  
**Remarks:** 2 pilots.  
                  See General Remarks

071      **S. bound**      LOA: Max ~~367~~370m  
**Draft:**      Max. 15.5m (min. 15% UKC)  
**Time:**      Subject to current condition @ Mawan  
                  D>14.5m-15.5m, day light only.  
**Tugs:**      1 escort @ Mawan for Mawan Transit.  
                  D>12.5m-15.5m, 2 escort @ Mawan for Mawan Transit.  
**Remarks:** 2 pilots.  
                  See General Remarks

### General Remarks:

1. Vessels of LOA >310m are not permitted to anchor within the area between Ma Wan West and URMPS.
2. In case of special circumstances and conditions, when vessel of LOA >310m is required to anchor within the area between Ma Wan West and URMPS, she shall obtain prior approval from VTC and comply with the conditions required by VTC/MD.
- ~~3. Container vessel of LOA >367m, transiting Ma Wan for the first time, are subject to Practical Assessment through (a) Restricted Ma Wan Transit tidal window (b) Special tug requirement.~~
- 4 3. 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~~ 4. For LOA ~~≥300~~ >340m - 370m or Draft ~~≥12.5~~ >13.5m, escort tug is minimum 3600HP each or minimum 7200HP total (Tug 2600HP not accepted) if 2 tugs are required

**On Trial**

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

*Draft ≤ 14.5m : Restricted transit period @ Mawan = Current Against >3 knots / With >2 knots*  
*Draft > 14.5m ≤ 16.0m : Restricted transit period @ Mawan = Current Against >2 knots / With >1 knots*  
*(per current info. supplied by HYDRO office)*  
**Transit @ Mawan : Day = (Sunrise – 30mins.) To (Sunset + 30mins.)**

<b>080</b>	<b>N. bound</b> LOA: Max 400m	<b>081</b>	<b>S. bound</b> LOA: Max 400m
<b>Draft:</b>	Max. 16.0m (min. 15% UKC)	<b>Draft:</b>	Max. 16.0m (min. 15% UKC)
<b>Time:</b>	Subject to current condition @ Mawan. D>14.5m – 16.0m, day light only.	<b>Time:</b>	Subject to current condition @ Mawan D>14.5m – 16.0m, day light only.
<b>Tugs:</b>	1 from GI & 1 from Kellett buoy escort for Mawan Transit.	<b>Tugs:</b>	2 escort @ Mawan for Mawan Transit.
<b>Remarks:</b>	2 pilots. <b>See General Remarks</b>	<b>Remarks:</b>	2 pilots. <b>See General Remarks</b>

**General Remarks:**

- Vessels of LOA >310m are not permitted to anchor within the area between Ma Wan West and URMPS.
- 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.
- 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.
- Unless otherwise specified, escort tug for Mawan transit is required for the waters:
  - North bound : from Kellett buoy to NW Mawan Signal Mast except required otherwise by pilot/Master.
  - South bound : from Ha Pang to 0.5 n.mile south of Tsing Ma Bridge except required otherwise by pilot/Master.
- For LOA >370m – 400m, minimum power of each escort tug is 4000HP.