

TOWAGE GUIDELINES

Notwithstanding anything contained in these guidelines, the towage requirements for an individual vessel remains the responsibility of the Master after due consultation with the pilot and harbour authority. The harbour authority may, in certain circumstances, use their powers to direct a vessel to take a tug in the interest of the vessel and the ports safety.

Planning

A towage plan is included within the Port Passage Plan, discussed and agreed by Tug Master, Pilot and Master prior to the operation.

Particular attention should be given to:

- Passage planning with particular reference to forecasts
- Number and suitability (bollard pull) of assisting vessels
- Communication procedures and person in control of the operation
- Tug positions
- Tug assist methods
- Speed of vessel
- Abort positions
- Contingency, including lay by berths, anchorages and turning area's.

Towing equipment

Operators should ensure all lines wires shackles and fixed equipment such as Bitts and emergency releases are fit for purpose and meet all the required standards necessary. All masters of towing and assisting craft are reminded of their responsibility to ensure the water tight integrity of their vessels.

Procedures should be put in place when planning the tow to ensure that ships crews do not let go the towing gear in such a fashion that there is a danger of it fouling the Tug or Ship's propulsion system's, or endangering personnel.

Ships Defects

A vessel with defects or without anchors may be required to take a tug. All defects are to be reported to the port authority prior to arrival.

Dead Ships

Vessels without main engines will be required to take a tug to enter or depart the harbour. The number of tugs required will depend on the environmental influences envisaged during the operation.



Tidal Stream

As a guideline towage operation should be planned for the tow to pass between the breakwaters at high slack water, 1½ to 2 hours before high water.

Towing in Fog

The port operates a fog procedure and ceases all towage movements in restricted visibility of less than half a nautical mile. Visibility will be discussed as part of the passage plan.

Towage Training

All vessels must operate with appropriately trained and qualified crew.
Proof of training and qualifications must be provided if required by the Harbour Master.

RECEIPT OF TOWAGE GUIDE LINES



SIGN: **DATE:**

ON BEHALF OF: