

# MINIMUM TOWAGE GUIDELINES

Last updated: March 2021

These guidelines should be read in conjunction with the PoCF “Towage guidelines – General” document including the advice that the range of vessels available in the port at any one time capable of providing appropriate towage provision may vary and that the earliest contact should be made with either local or other towage providers to discuss their requirements and allow sufficient time to effect mobilisation if necessary.

Private terminal operators within the Port of Cromarty Firth may impose their own minimum tug requirements for vessels using their terminals; which may be equivalent or in excess of the requirements in these guidelines.

It should be noted that these are guidelines only. Nothing contained within over rides the authority of the Master or Duty Pilot to instruct the use of additional tugs where deemed necessary by experience, tow complexity or environmental conditions.

## **Conventional Vessels over loa 130m – Arriving / Departing berths**

Harbour tug BP ≥ 50t	Sea going tug / AHTS	Remarks
2 *	0	
1 *	0	Where fitted with effective bow thruster

\* *Dependent on complexity of any required berthing manoeuvre and the climatic or tidal conditions expected to be experienced, Port / Pilot may recommend additional tug provision*

## **High Sided vessels (Cruise liners etc.) – Arriving / Departing berths**

Harbour tug BP ≥ 50t	Sea-going tug / AHTS	Remarks
2 *	0	Vessels ≥ 130 loa, with conventional propulsion
1 *	0	Vessels ≥ 130 loa, with Thrusters or similar maneuvering aids

\* *Dependent on the complexity of any required berthing manoeuvre and the climatic or tidal conditions expected to be experienced at Master’s discretion and Port / Pilot advice.*

## **Conventional Dumb Barges**

Harbour tug BP ≥ 50t	Sea-going tug / AHTS	Remarks
1 *	1	Barge loa ≤ 90m
2 *	1	Barge loa ≥ 90m

\* *Dependent on the dumb barge draft, windage and cargo*

## **Additional Notes for Dumb Barges**

*Sea towing tug may form part of the Harbour tug provision indicated in these recommendations, provided it is fully suitable to do so, and can effectively reposition to secure alongside the towed craft to form a composite unit or provide a push/pull arrangement in conjunction with additional harbour tugs provision. However caution must be exercised, as not all sea towing vessels are suitable to provide a harbour towage facility and this must be established prior to arrival to avoid potential delays.*

*In considering if the towing vessel is suitable the PoCF Harbour tug audit/self-declaration form must be submitted as per the ‘Towage Guidelines - General’ document with the following factors taken into consideration:-*

- *The fendering on both the tug and tow will align correctly to ensure full operational capability of the tug can be provided.*
- *Cargo overhang of the barge’s pay load can often prevent the effective use of a particular tug from operations as described above and alternative options need to be considered.*
- *The tug’s overall size, its manoeuvrability and maximum draft, including any required under keel clearance requirement; which may prevent it from use at a particular designated berth or mooring.*

*If not suitable, then alternative additional appropriate harbour tug capacity should be arranged, and if necessary early contact with the Port Authority is recommended for advice.*

# MINIMUM TOWAGE GUIDELINES



## Semi-Submersible Rig Movements

*Subject to a standard PoCF generic berthing/unberthing maneuver being followed in good weather*

AHTS ( $\geq 150t$ )	Harbour Tugs ( $\geq 50t$ )	Location
2	1*	Arrival / Departure from Firth Anchorage
2	1	Arrival / Departure Queens Dock (port side to)
2	3	Arrival / Departure Queens Dock (stbd side to)
2	1*	Arrival / Departure Service Base (port or stbd side to)
2**	4	Arrival / Departure Nigg Dock
2	1	Arrival / Departure NEP (port or stbd side to)
2**	4	Arrival / Departure Heavy Lift Carrier vessel

\* Harbour tug may not always be required. Recommendation subject to the complexity and or distance of any tow / berthing manoeuvre and the climatic or tidal conditions expected to be experienced;

\*\* Rigs docking/undocking at Nigg dock or a Heavy lift carrier vessel may require these two AHTS to deliver or take control from Harbour tugs for connected tow or mooring operations and provide any necessary increased towing capacity and/or anchor handling provision.

## Jack Up Rig Movements

*Subject to a standard PoCF generic berthing/unberthing maneuver being followed in good weather*

AHTS ( $\geq 150t$ )	Harbour Tugs ( $\geq 50t$ )	Location
1	2*	Arrival / Departure Cromarty Firth Anchorage
1	2*	Arrival / Departure Berths accessible to AHTS
1**	4	Arrival / Departure Berths/ Docks <b>not</b> accessible to AHTS
1**	4	Arrival / Departure Heavy Lift Carrier vessel ***

\* Depending on the berthing manoeuvre and the available space and water depth, one harbour tug may be exchanged for a AHTS, but only where the particular available space and water depth allows the AHTS to manoeuvre effectively as required.

\*\* Dependent on the complexity and/or distance of any tow beyond the carrier, berth or dock and the climatic or tidal conditions expected to be experienced; the tow AHTS may be fully exchanged for two tugs on the bow, provided their combined bollard pull capacity meets the minimum required.

\*\*\* Heavy Lift carrier vessel will require 2 Harbour tugs, one on bow one on stern to hold in position during the loading/discharge operation

## Guard/Standby Vessel

During the arrival/departure of a Semi-Submersible or Jack-up rig at and anchorage, or berth, or onto/off a Heavy Lift Vessel a Guard/Standby vessel is required to ensure that no vessel passes closer than 100m to the operation. This is a safety & Security measure and the vessel must be capable of recovery of persons from the water.

## Additional Notes for Rigs

It will usually be necessary to assign an additional tug(s) to assist in heading control of a Heavy lift carrier vessel during the critical docking/undocking manoeuvre.

## Non -conventional barges/Loaded barges/Unusual tows

Operations of this nature will fall under 'Dumb/Project Towage' as described in PoCF "Towage guidelines – General" document.

## Floating Structures and MODU's undertaking WTI/DWT Surveys or Inclining Experiments

It should be noted that as well as the above requirements any vessel or floating structure undertaking WTI/DWT Survey or Inclining Experiments within the port limits will require to have an AHT's capable of maintaining position using DP, both fore and aft.