PETERHEAD PORT AUTHORITY

Peterhead Port Authority - Towage Guidelines

Contents

As detailed in the Port Marine Safety Code and associated Guide to Good Practice, these towage guidelines have been produced after risk assessing the towage operations in the port and aim to ensure safe towage operations and services within Peterhead Port Authority.

This document has been produced in collaboration with Pilots, Boatmasters, Tug Masters, and other port users. These guidelines aim to improve the safety of towage operations within the port and to establish procedures that help avoid accidents and foster effective communication among all involved parties.

The guidelines focus on enhancing the coordination between the port authority, tug operators, pilots, and all those involved in the towing operation. Peterhead Port Authority continuously evaluates the risks associated with its activities and operations. It applies appropriate safety measures to ship movements, including the use of tugs. These guidelines may be amended to align with recommendations from the Maritime and Coastguard Agency (MCA), the Marine Accident Investigation Branch (MAIB), or similar organisations, depending on the port's operational requirements.

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1.1 Types of Towage

Owing to the nature of different vessels, assets and towage activities PPA have grouped towage into two categories.

1.1.1 Ship assist towage

Ship assist towage is commercial towage provided by a third party towage provider to assist merchant vessels and barges both underway and alongside. In PPA this is provided by Targe Towing Limited.

1.1.2 General vessel towage

Fishing vessel towage is carried out by PPA vessels. As a general rule, this would be fishing vessels up to that which can fit into the North Harbour.

The UGIE RUNNER may also assist a Merchant vessel by pushing and pulling off the berth. It will not however be connected to the vessel when the vessel is making way.

1.2 Towage Assessment

Due to the significant differences in vessel size, design, and manoeuvring capabilities, the recommended number of tugs for ship assist towage will be conducted by the pilot. Consequently, a ship's master can request the recommended number of tugs or consult with an authorised Peterhead Port Authority Pilot to request additional tug provision based on professional judgment. In exceptional cases, the Harbour Master may also instruct that the number of tugs be increased beyond the matrix guidelines.

For the UGIE RUNNER towing fishing vessels into the North Harbour there must always be two vessels connected. The UGIE RUNNER can however tow a dead ship fishing vessel onto a safe berth in the South Harbour taking into account the prevailing conditions.

Ship assist towage consultations can be arranged by the master or agent of any vessel who will then contact Vessel Traffic Services and the appropriate certified pilot to give due consideration to the master's request. The following points shall be taken into consideration for any tow:

- The Length of the vessel
- The draught of the vessel.
- The windage area of the vessel.
- Lock restrictions in terms of UKC

The minimum under keel clearance during the planned passage channel transit and enclosed dock system.

- Range of the tide on the date in question – springs or neaps.
- Expected wind conditions.
- Disposition of other vessels and port infrastructure.
- The forecast weather conditions, including visibility.
- Maneuvering aids – thrusters, size and number.

- Type of propulsion system – controllable pitch, fixed pitch, or azimuth.
- Type of steering system – single or twin rudders, high-lift or standard.
- The Gross Registered Tonnage in relation to the vessel's principal dimensions.
- Unusual design of vessel.
- Any reported defects to the vessel.
- Type of main engine – air start, diesel electric, gearbox.
- Availability of boatmen.

1.3 Qualifications

National certification of tug crew is set by the Maritime and Coastguard Agency in accordance with the PMSC and the Guide to Good Practice. All crew must meet these requirements and tugs must be safely and adequately manned. The ports commercial towage provider are all qualified to STCW 95 standards.

Boatmasters for the UGIE RUNNER are required to at minimum, hold a Deck Officer Fishing Class 2 Certificate of Competency. In some cases, employees who do not hold the mentioned certificate of competency but have alternative certification may be permitted to carry out the role dependent on previous experience and training, in line with the "Work Boat Code − Edition 3". In this instance, an MCA Towage Endorsement is required.

Operators of registered tugs shall ensure that their crews are trained with a sound understanding of the tugs they operate, relevant towage techniques and the area in which they operate.

1.4 Working Hours

All Peterhead Port Authority Boatmasters and Boatmen must be properly rested in line with the recommendations of national and international legislation. PPA Boatmen work on a shift system which ensures they will always be adequately rested.

Commercial towage providers shall ensure they comply with the relevant legislation applicable to their vessels.

1.5 Pilot Exemption Certificate Requirements

Holders of PEC's are not permitted to maneuver their vessel with the assistance of tugs without the attendance of an authorised pilot.

1.6 Approvals for Tugs to Operate in Peterhead Port Authority

Only towage providers which have been assessed by Peterhead Port Authority can provide ship assist towage within the port limits.

ANNEX 2 contains the approval form.

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2.1 Planning and Coordination

Before towing operations commence, a comprehensive plan should be agreed by the Master and Pilot. This should take account of all relevant factors, including tide, wind, visibility, ship size, type and characteristics, and specific berth requirements.5 The Pilot is to ensure he has a sound knowledge of the tug's capabilities and limitations. The Pilot and Master are to ensure the tugs are suitable for the task ahead and positioned on the vessel so as to facilitate a safe operation.

The Pilot and Master must be in total agreement before the towage operation begins.

Responsibility for coordinating a towage operation lies with whoever has the conduct of the vessel being towed, be that the Master or the Pilot. Communication with the tugs will be through the pilot. It is the duty of the Master / Pilot to ensure that the vessel is handled in a safe and controlled manner, having due regard to the safety of all those involved.

Tug manning requirements may vary depending on the operation. This should be highlighted in the towing master's plan and in all cases, adequate manpower should be provided to ensure that individuals are not exposed to undue risk, and that the operation can be conducted safely and efficiently. It is the duty of all those involved to follow safe working practices and ensure that associated equipment is fit for purpose. They should also ensure that they are properly briefed in their duties and issued with, and use, suitable and effective personal protective equipment (PPE).

2.2 Pilot/Master Exchange

In addition to the standard information passed to the Pilot, it is recommended that the Master provide the Pilot with a general deck arrangement showing the layout and safe working load (SWL) of the mooring fittings, where known, and inform him about:

•Fairleads, chocks, bollards and strong points that can be used for the towing operation.

•Areas of hull strengthened or suitable for pushing by tugs and relevant identification marks employed (This information is needed due to variations in ship construction).

• Any special features (i.e. controllable pitch propellers, thrusters, Azimuths etc.)

It is recognised that providing a deck arrangement plan formally is not always practicable, especially when boarding at night in the vicinity of Lightning Knoll. Pilots and Masters shall verbally exchange that information at the earliest opportunity and pass that information to the tug master where relevant.

Note: Using tug lines as towlines is standard practice for ship assist towage.

The Pilot should advise the Master about:

The tug rendezvous time and position.

The number of tugs and the mode of towage.

The planned (optimum) ship speed when connecting.

The type of tug(s) to be used and their bollard pull(s).

Maximum planned speed for the operation.

The prohibition on the use of weighted heaving lines.

High risk areas during vessel transit (with respect to the possible use of the tug).

Use and positioning of the tug(s) for berthing and manoeuvring.

Primary (Operations) VHF Channel 09 and secondary (Peterhead Harbour) VHF Channel 14 for use in the operation.

2.3 Pilot/Tug Master/Boatmasters

The Pilot and Tug Master should, as a minimum, discuss the following issues:

That the SWL of the vessel's chocks, bollards and strong points to be used in the operation are fit for purpose.

The tug hook up point, taking into account the prevailing weather conditions.

The planned (optimum) ship speed, when connecting to the tug.

The maximum speed of the tug during the tow.

Berthing details in their entirety, including tug positioning around the vessel's hull and the vessels required position on the berth.

Intended and emergency use of ships anchors.

Any further information deemed pertinent that has arisen from the Pilot/Master Exchange.

If appropriate, any shallow water or tide effect areas where significant surges may be experienced, that might add to the tug's load.

The Tug Master should advise the Pilot (as far in advance as possible of the scheduled manoeuvre) if the tug has experienced a failure or reduction in its ability to manoeuvre or deliver full bollard pull. Please see the section below covering Communications.

2.4 Preparations on board the Tug

Mooring and towing operations inflict immense loads upon ropes or wires, gear and equipment. As a result, sudden failure in any part of the system may cause death or serious injury to personnel.

All vessels engaged in towage shall adopt a "clear deck" policy. It is the responsibility of all those onboard to ensure that no personnel are on deck at any time there is, or there is expected to be, tension on the tow line.

2.5 Watertight Integrity

The watertight integrity of a tug should be maintained at all times. When the tug is engaged on any towage operation, all watertight openings should be securely fastened. The tug crew should avoid working below the waterline at this time. All watertight openings should be marked with a sign stating that they are to remain closed during towage operations. Any such openings used whilst moving about the tug during a towage operation should be re-secured immediately after use.

2.6 Testing and Inspection of Towing Equipment

Towing hooks and winches, where fitted, should be inspected regularly, preferably daily. The emergency-release mechanisms on towing hooks and winches should be tested, both locally and where fitted remotely, at frequent intervals to ensure correct operation.

Quick release systems shall conform to the International Association of Classification Societies UR79 standards.

All towing equipment in use should be inspected for damage before undertaking and after completing a tow. Tug masters shall ensure all equipment is in good working order.

2.7 Non-Routine Dead Tows

'The Guide' now requires Harbour Authorities to give special consideration to tows involving dead-ships or unusual objects and towage events of a non-routine nature.

Ship-owners, towage contractors, tug masters, project managers and agents are further ADVISED that the person responsible for the safety and planning of the manoeuvre (and thereby acting as the Towing Master) must be clearly identified and be responsible for the production of risk assessments, method statements and passage plans which must be discussed and agreed in advance with the Harbour Authority.

A Non-Routine Towage Assessment form, ANNEX 1, must be submitted to the Harbour Authority in advance. This will not unreasonably be withheld but will involve marine staff in the decision.

To that end, sufficient time must be given for the tow plan to be reviewed.

In the case of complex tows, a planning meeting / Toolbox Talk may be convened consisting of appropriately skilled personnel to ensure that all risks have been considered. The meeting will be arranged by the agent and if necessary can be held over MS Teams.

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General towage is, on the whole, towage of fishing vessels into and around the North Harbour by PPA vessels. At times, they may also be used for pushing / pulling commercial vessels at the berth.

3.1 Planning and Coordination

In the event that the PPA vessels are towing a fishing vessel, it is likely that it is dead ship.

Towage shall not be used as a means to move the vessel if it can move under its own power.

Before towing operations commence, a comprehensive plan should be agreed by the vessels Master and the Tug Master. This should take account of all relevant factors, including tide, wind, visibility, vessel size, type and characteristics, and specific berth requirements.

PPA will not tow a vessel unless the Master and Crew are in attendance, unless in exceptionally circumstances which have been risk assessed by the Tug Master.

Towage requires good communication. The vessel Master and Tug Master shall establish good communication prior to commencing the tow. Both parties shall be in agreement with regard to the tow plan.

The vessel should be adequately manned by the vessel crew and the Tug will be manned in accordance with the safe manning certificate.

It is the duty of all those involved to follow safe working practices and ensure that associated equipment is fit for purpose. They should also ensure that they are properly briefed in their duties and issued with, and use, suitable and effective personal protective equipment (PPE).

3.2 Master / Tug Master Exchange

The vessels Master should communicate to the Tug Master the following information:

That the SWL of the vessel's chocks, bollards and strong points to be used in the operation are fit for purpose.

The tug hook up point, taking into account the prevailing weather conditions.

The maximum speed of the tug during the tow.

Berthing details in their entirety, including tug positioning around the vessel's hull and the vessels required position on the berth.

Intended and emergency use of ships anchors.

Any further information deemed pertinent that has arisen from the Pilot/Master Exchange.

If appropriate, any shallow water or tide effect areas where significant surges may be experienced, that might add to the tug's load.

The Tug Master should advise the Master (as far in advance as possible of the scheduled manoeuvre) if the tug has experienced a failure or reduction in its ability to manoeuvre or deliver full bollard pull. Please see the section below covering Communications.

3.3 Preparations on board the Tug

Mooring and towing operations inflict immense loads upon ropes or wires, gear and equipment. As a result, sudden failure in any part of the system may cause death or serious injury to personnel.

Under no circumstances should personnel be stood next to or near towing gear under load.

3.4 Watertight Integrity

The watertight integrity of a tug or vessel should be maintained at all times. When the tug is engaged on any towage operation, all watertight openings should be securely fastened. The tug crew should avoid working below the waterline at this time. All watertight openings should be marked with a sign stating that they are to remain closed during towage operations. Any such openings used whilst moving about the tug during a towage operation should be re-secured immediately after use.

3.5 Testing and Inspection of Towing Equipment

Towing hooks and, where fitted, winches should be inspected regularly, and prior to each operation. The emergency-release mechanisms on towing hooks and winches should be tested, both locally and where fitted remotely, at frequent intervals to ensure correct operation.

All towing equipment in use should be inspected for damage before undertaking and after completing a tow. Tug masters shall ensure all equipment is in good working order. **It is safety critical and will save your life.**

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4: All Communications

4.1 VHF Communications Between Parties

VHF communications are a vital component of safe towage operations. It is essential that those on board the vessel, the tug(s), where appropriate the line handlers and mooring boats, and those on the berth, are able to communicate promptly and effectively throughout the towage operation. Prior to towing operations, the Pilot, Master, Tug Master(s), Line handlers and Boatmen should establish communications, exchange relevant information and agree a plan for the towage operation. Pilots, Line handlers and Boatmen should carry fully charged VHF hand- helds.

Once VHF communications have been established, tested and information has been exchanged, personnel should keep transmissions to a minimum and should normally only call when in doubt, or in an emergency. Mooring personnel should consider monitoring the tug/ship VHF working channel in order to gain appreciation of progress during the operation.

It is important that effective communications are maintained between; the towing vessel, the Pilot, the bridge team, and the mooring decks of the vessel undertow.

In all communications, clear identification of the parties communicating should be used to prevent misunderstandings. The Tug Master should be kept informed of engine movements, helm orders, proposed use of thrusters and anchors on the towed vessel.

4.2 Port VHF Channels

Primary operational working channel is VHF Channel 09 and secondary “Peterhead Harbour” VTS channel is VHF Channel 14.

Vessel traffic management within Peterhead Port Authority’s harbour limits is controlled by Vessel Traffic Services situated above the main office, west pier, Peterhead. Pilots are to ensure that effective communication is in place with VTS on commencement of Towage Operations.

Master of the harbour tug “Ugie Runer”, pilot vessel “Blue Toon” and third-party towage provider’s vessels master must ensure they shall maintain a listening watch of both the operational channel VHF Channel 09 and VTS channel VHF Channel 14.

4.3 Pilot Instructions to the Tug

It is vital in any regular towage operation, but especially important in a port with sporadic towing operations, that instructions to tugs are specific, consistent and easy to understand. To avoid confusion and errors, Pilots will ask for tug power and directional requirements as shown below.

The direction of pull will be indicated as shown below:

The power required will be indicated as percentages:

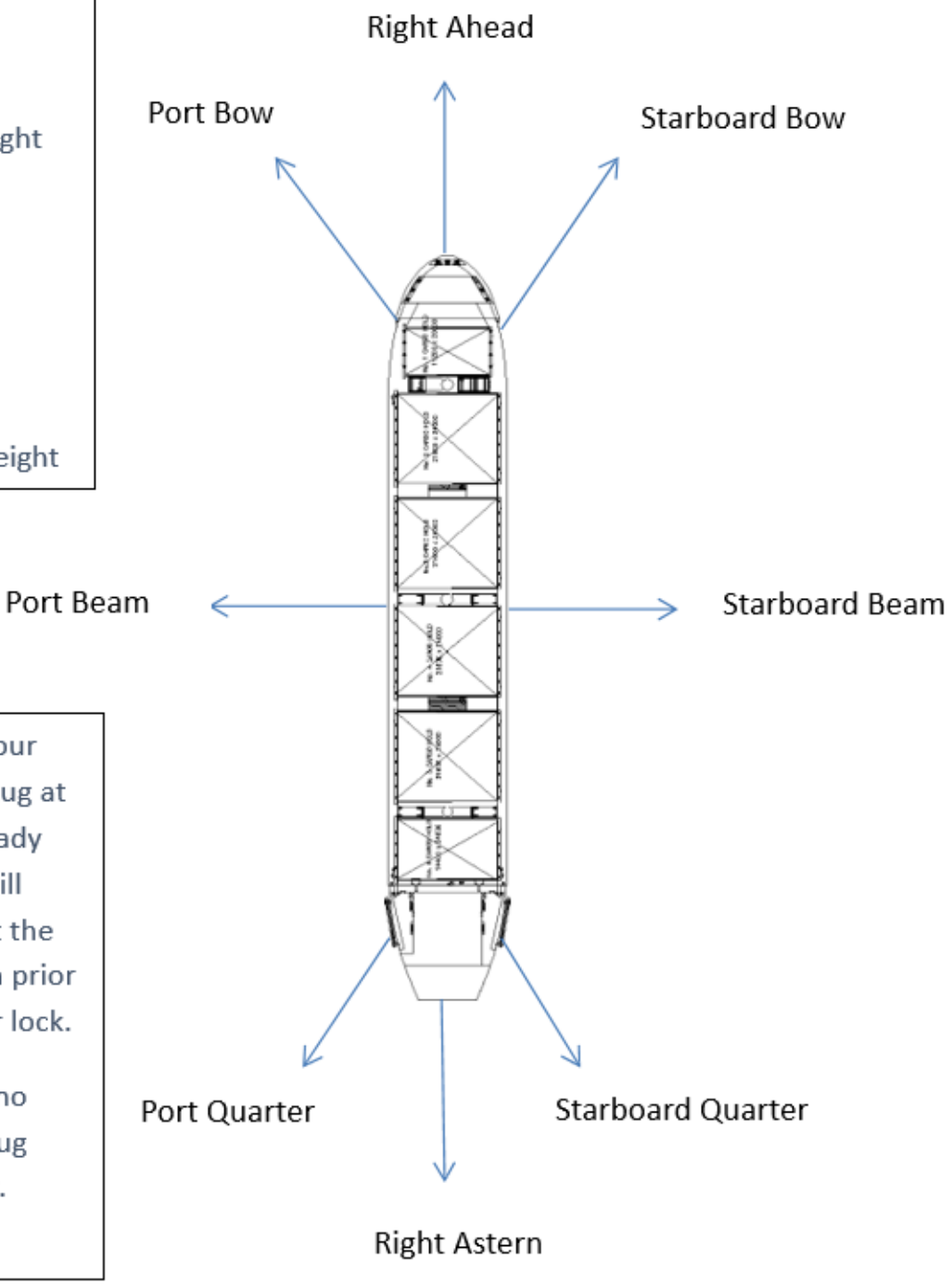
10% - Minimum Weight

25% -

50% -

75% -

100%- Maximum Weight



The term "stretch your wire" will have the tug at minimum weight ready to pull. This order will normally be given at the start of an operation prior to leaving a berth or lock.

"All easy" means no weight on wire, tug ready for next order.

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5: All Towage Operations

5.1 Connecting and Disconnecting Towing Gear

Before commencing a tow, the master / Tug Master should (where applicable to that vessel) determine which towing gear is suitable for the operation and instruct the crew accordingly.

For commercial ship assist towage it shall always be the tug line which is used to tow.

When towing fishing vessels, the vessel line shall only be used if it is in good condition.

When receiving heavy lines, the tug crew should be aware of the risk of injury through being struck by a 'monkey's fist' or other weighted object attached to a line. They should stand clear of and where possible indicate the area that the heaving line is to be thrown down to. The use of dangerously weighted heaving lines should be reported. When connecting to the assisted vessel, (where applicable to that vessel) the tug crew should ensure that the towing gear is clear of any obstructions, able to run freely and is run out from the tug in a controlled manner. During disconnection, seafarers on deck should be aware of the risk of injury if the towing gear is released by the assisted ship in an uncontrolled manner, and avoid standing directly below. They should also be aware that any towing gear that has been released and is still outboard may 'foul' on the tug's propeller(s), steelworks or fendering, causing it to come tight unexpectedly.

5.2 Common Hand Signals

Communication between the tug and the assisted vessel's mooring decks is also very important and it is advised that standard hand gestures are used. Especially when determining towline length and having a standardised approach will reduce confusion.

The following hand signals are in common use:

- An outstretched arm with hand open and flat being waved downwards means "slack off"
- A sharp upward movement of the arm with the hand cupped towards the signaller means "let go" or "cast off"
- Crossed arms in front of the body means "make fast" or "is made fast"
- A circular movement of the hand above the head means "heave away"
- Both hands raised above the shoulders, with open hands facing forward means "stop"
- A raised hand with the fist being clenched and unclenched means "heave or hoist slowly"

5.3 Tow Quick Release

The emergency release mechanisms on winches and towing hooks should be tested both locally and where fitted remotely. Towing winch and towing hook release mechanisms are to be frequently tested for correct operation. All methods of "tripping" or "run out" are to be tested (Pneumatic, manual pull, lever or knock out etc.). Release mechanisms are also to be tested at other times, if a fault is suspected or an exceptional shock loading has been experienced.

Records of testing the emergency release mechanisms should be kept and made available to the Harbour Authority on request. Under no circumstances is towing equipment be connected to any winch or hook that has a suspect release mechanism. Correct maintenance and operation are essential.

5.4 Girting

Vessel's Masters, Pilots and Tug Masters must have a clear understanding of girting and its consequences. Girting happens when the towline comes at right-angles to the tug. The tug is pulled bodily through the water by its tow, which can lead to deck-edge immersion, flooding and capsize; unless the towline is released in good time.

Please see 'Further Guidance and Advice Section' towards the end of this document. It provides information on additional reading.

5.5. Seafarer Safety During Towing Operations

Once the towing gear is connected, the deck crew should indicate this to the master and then clear the area and, if it is absolutely necessary to remain on deck, seafarers should stand in a safe position. Seafarers should identify the snap-back zone and keep clear. If seafarers are required to attend the towing gears during the towing operation, the length of time exposed should be kept to the absolute minimum. The Pilot is to be notified beforehand where possible. During towage operations, the towing gear, equipment and personnel should be continuously monitored and any change in circumstances immediately relayed to the master. This is particularly important on tugs where the master has a restricted view of those areas/personnel. During all towing operations, where a tug is made fast to the assisted ship, the crew should be aware that the towing gear may have to be released in an emergency situation, and that this may occur without any warning. Tug crews should wear appropriate personal protective equipment in line with Company procedure.

5.6 Safe Speed

When making fast and letting go a conventional tug, speed is a critical factor. The Pilot is to ensure that speed is through the water NOT speed over the ground. It is generally accepted that 2 to 3 knots is appropriate for the UGIE RUNNER and no more than 5kts for an ASD tug. The pilot needs to ensure the vessel's speed is steady and caution must be exercised when using the engines whilst the tugs are working. The stern tug will be affected by the wash and every tug will be affected by the change of speed either up or down, and a rapid change in speed is all the worse. If the situation dictates the use of the engines, the minimum that the situation allows should be used and the tugs should be informed of what the ship is about to do as it will affect their own actions.

In strong tidal conditions a high percentage of the tug's power may be utilised in maintaining position on the vessel before applying thrust to the vessel. If the tugs are made fast alongside, they are at their most effective with a minimal ship speed through the water.

Safely working an ASD tug bow to bow is a highly skilled manoeuvre for the tug. Some ASD tugs, generally those with a less favourable underwater profile, can be less directionally stable when operating stern first. This instability is easily amplified when dealing with higher approach speeds when the tug is working within the

pressure zones of the ships bow. As a result, careful consideration of the ships approach speed is critical.

An alternative option, where possible, may be to connect an ASD tug in the push/pull position on the shoulder. The tug can either run bow to bow with the vessel but offset to one side ahead of the fairlead, or they can run with the vessel aft of the connection fairlead where they may even be able to lie alongside. The tug doesn't necessarily have to be able to push directly below the fairlead in which it is secured through. They can be secured on the shoulder above the flare of the bow and when required be asked to drop back to a flat part of the ships side and push there. This is only achievable providing the distance from the fairlead isn't too excessive and the tow line can be deployed and recovered safely.

5.7 Interaction

Interaction and its effects on the tug and its handling are well known, and appreciated in port/harbour towage. Pilots, Masters and Tug Masters are reminded that these effects are multiplied as the vessel's speed increases. Areas of high and low pressure exist in and around the ship's hull and these areas can cause adverse movements of smaller vessels in close proximity. The speed of water flowing between the tug and the vessel increases at the last moment as the tug comes alongside. As this happens the tug therefore has to increase speed to maintain the same speed as the vessel. The Tug Master has to compensate for the tug either being drawn in or pushed off the vessel. In areas where interaction exists, and when manoeuvring alongside a vessel, the Tug Master should be aware of the possibility of underwater obstructions such as bulbous bows, stabilizer fins and areas of the ship's side, such as pilot doors, which are to be avoided. The Pilot/Master and the crew should be aware of interaction and the effect it may have on the tug.

5.8 Bollard Pull

The bollard pull of a tug is the amount of static force (pull) that can be exerted on a stationary object. The towing force that the tug can apply to an assisted vessel depends upon the type of propulsion unit, and the method of assistance. There are other contributing factors that lead to the loss of bollard pull over time.

5.9 Tow Line Length

When towing on a line a tug master determines the length on the basis of his insight and experience. The towline length when towing on a line depends on factors such as type and length of tug, size and deck height of the ship to be assisted, environmental conditions and available manoeuvring space for the tug. Ship's speed is also important. There are advantages and disadvantages to both short and long towline lengths and pilots should familiarise themselves with how the manoeuvrability of both the tug and the vessel being assisted if affected. Again, safety is paramount and tug masters should consider carefully the towline length for a forward tug assisting a ship under speed. When using a short towline, the distance between the forward tug and ship's bow is very small. Consequently, the time available for a tug master to react is very limited. The tug master should constantly and closely observe course and speed changes. Pilots must ensure that they are careful with engine and rudder movements and keep the tug master well informed about intended manoeuvres.

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6: Towage In Restricted Visibility

6.1 Restricted Visibility Develops During an Operation

Should visibility become restricted during a towage operation, the Pilot / Master and the Tug Master will discuss the situation immediately and agree upon a course of action to ensure the safety of all persons and vessels involved given the location, environmental and vessel traffic conditions.

The Pilot or Master will advise “Peterhead Harbour” of the circumstances and any decisions made immediately, keeping them informed of any operational developments, or any improvement or deterioration of the visibility.

The Tug Master should immediately inform the Pilot / Master and Port Control of any concerns that he may have as to the safety of his tug and crew. The Pilot / Master and Tug Master should take immediate action to ensure the safety of both the tug and the assisted vessel. If necessary the operation should be aborted as soon as it is safe to do so. This could include one or more of the following:

- Let go the forward tug (or any other assisting tugs) and take the vessel to anchors
- Use the tugs to turn the vessel, let go the tugs and the vessel proceeds outside the Port Limits.
- Let go the forward tug (or any other assisting tugs) and have the tug assist in a pushing mode.
- Allow the tug to manoeuvre the vessel under the Pilot/Master’s instructions. This may include using the tug to maintain the vessels position at a safe location in the Port.

If the above options are not safe or practicable then, as a last resort and with the agreement of all parties that it is the safest course of action, the operation can continue to completion.

6.2 Procedures When Restricted Visibility Exists or is Expected

Towage operations should not normally take place in visibility of less than those described in Port Operations Procedures Manual for visibility. This will be advised by the Pilot.

- The pick-up speed in reduced visibility is to be the minimum speed through the water that a vessel can maintain.
- Tug Masters may request the Pilot / Master to take all way off the vessel and the tugs manoeuvre the vessel.
- Tug Master to confirm watertight integrity of tug, Pilot / Master to inform tug if they observe any exterior openings on the tug that are not closed, and which affect tugs’ watertight integrity.
- Pilot / Master and Tug Master to agree the plan, which should be recorded
- During operations in restricted visibility the Pilot / Master of the assisted vessel shall provide well in advance all engine movements, thrusters movements and alterations of course
- Pilot / Master and Tug Master shall inform the other of any changes in their circumstances that will impact on the agreed plan.

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7. Further Guidance

It is recommended that the following documents are consulted as further reading.

Pilots' Pocket Guide and Checklist

Port Marine Safety Code Guide to Good Practice

Code of Safe Working Practices

IMCA Safety Flash - Tug capsized during operations – IMCA (imca-int.com)

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Non Routine Towage Assessment

PART 1 TO BE COMPLETED BY REQUESTING AGENT – RETURN TO bookings@peterheadport.co.uk

Date Of Intended Passage ..... Agent Making Request (POC) .....
Agency ..... Contact Number(s) .....

Type Of Towage Operation (tick) Dead Ship ☐ Barge ☐ Unusual Object ☐

Towage From ..... To .....

Details Of The Tow

Name ..... LOA .....m Breadth .....m Draft..... m

Brief Description of Tow .....

.....

Is the tow manned? Yes ☐ No ☐

Are safe boarding arrangements available on each vessel requiring a pilot Yes ☐ No☐
What functioning propulsion/steerage does the tow have?
Propeller(s) ☐ Thruster(s) ☐ Rudder(s) ☐ None ☐

Tug Details

Name(s)..... LOA .....m Draft..... m

Power/Bollard Pull..... KW/t

Towing Arrangement .....

Nominated Person With Overall Responsibility For The Safety Of The Manoeuvre

Name ..... Position .....
Organisation/Vessel
..... Contact Telephone
No(s) .....

PART 2 TO BE COMPLETED BY HARBOUR AUTHORITY

Pilotage

Number Of Pilots Required..... (manned tows require a pilot)

Boarding At ..... Disembarking at.....

Have safe pilot boarding arrangements been verified Yes ☐ No☐

If 'No' give details .....

Is additional harbour towage required? Yes ☐ No ☐

If yes give details .....

.....

If necessary where will harbour towage be required?

From ..... To .....

Harbour Master Review

Passage plan timing limitations .....

Passage Plan Agreed ☐

Reviewed By ..... Position .....

Outcome

Approved ☐ Additional Action Required ☐ Actions Required .....

.....

Signature .....

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1. **Compliance and Certification**

☐ Verify licenses and certifications are valid and up to date.

☐Confirm compliance with local, national, and international maritime regulations.

☐Review ISM Code (International Safety Management) compliance.

☐Check certificates for tug vessels (safety, equipment, pollution prevention).

2. **Safety Standards**

☐Review safety management system (SMS) and Risk Assesments.

☐Evaluate crew safety training and qualifications.

☐Check for emergency preparedness and drills (fire, man overboard, etc.).

☐Confirm accident and incident reporting processes.

3. **Environmental Compliance**

☐Review pollution control measures in SMS.

☐Confirm adherence to MARPOL regulations (Marine Pollution).

☐Inspect fuel management and bunkering procedures.

4. **Crewing**

☐Verify crew qualifications and certifications (STCW, medical fitness).

☐Review crew schedules to ensure adequate rest periods (MLC compliance).

☐Assess crew training and familiarisation with port procedures.

5. **Insurance and Liability**

☐Confirm adequate insurance coverage (P&I, hull, machinery, third-party liability).

MACDUFF SHIP DESIGN LIMITED
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"UGIE RUNNER"
13.0 m DOT Tug
Macduff "DEE" class

PRINCIPAL DIMENSIONS

Length Overall (Hull):	13.00m
Length B.P.:	11.20m
Breadth Moulded:	5.40m
Depth Moulded:	2.80m
Maximum Draft:	2.40m

CAPACITIES

Oil Fuel:	4500 Litres.
Fresh Water:	240 Litres.
Crew / Passengers:	6 Persons.

PERFORMANCE

Bollard Pull:	9.3 Tonnes.
Speed:	9.0 Knots.

PROPULSION MACHINERY

Main Engines:	2x SCANIA DI 12 59M 350 HP at 1800 RPM Each.
Gearboxes:	2x Twin Disc Quickshift. MGX - 5114 DC.
Ratio	4.59:1.
Propellers:	Fixed - 1300 mm in Kort nozzles.
Bow Thruster:	Kort KD 30 DD.

DECK MACHINERY

Tow Hook:	DCX8 / 15, 150 KN SWL. Mampaey DOT Type.
Winch:	7 T.
Crane:	Guerra M60 5.7 T/M.

ACCOMMODATION
Cooking and Messing for 2 crew.

RINA
SSA
ISO 9001 : 2015

Registered in Scotland: No. 143359
Registered Office: Johnstone House, 52-54 Rose Street, Aberdeen, AB10 1HA

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