9. Tug procedures

9.1 General

Tugs are an aid to the safe and efficient maneuvering of ships in confined waterways. Whilst it is possible to berth and unberth ships in certain tide and weather conditions without the aid of tugs, requirements for the safe and efficient movement of ships within the Port of Townsville may necessitate the employment of tugs during ship handling operations.

Towage services are provided by Smit Lamnalco Towage Australia. There are two tugs available for towage stationed in Townsville.

	Bollard pull	H.P.	Steering system
SL Leichhardt	58t	5000	Z-Pellor
SL Herbert	58t	5000	Z-Pellor

Table 17 – Tugs

PB Towage Australia	
Company profile:	Smit Lamnalco Towage Australia provides tug services to vessels at the Port of Townsville.
Corporate address:	Gate B51, Unit 5 11-13 Friendship Road, Port Botany, NSW, 2036
Postal address:	PO Box 733, Botany, NSW, 1455
Operations phone:	02 9695 0700
Operations email	SLTowageTownsville@smitlamnalco.com

Table 18 – Smit Lamnalco Towage Australia contact details

9.1.1 Notification of tugs

Generally the vessel's agent will requisition tug services via the QSHIPS programme. Amendments to tug bookings should be made by telephone; the email address is monitored from 0800 to 1800 hours daily.

The tug usage guidelines is the minimum number of tugs required for a particular movement. In some instances, the Master, the Pilot or the Regional Harbour Master may require the ship to engage a greater number of tugs than that listed in section 9.2 table 19. Any request for additional tugs must be complied with.

Ships' Master may consider it appropriate to seek a reduction in the number of tugs listed in section 9.2 table 19 required for a movement or removal. If it is intended to seek a reduction in the number of tugs the Master of the ship must submit a request to the Regional Harbour Master in the appropriate format for each movement at least 2 business days prior to the planned movement..

Each request must address each of the following criteria

1. Ship's name and IMO
2. Berth and side to
3. Capacity of bow thruster
4. Condition of the bow thruster
5. Defects/restrictions with navigational and mooring equipment, steering gear and engines including auxiliary engines).

6. Immobilisation in port or at anchor
7. Draft Forward and Aft
8. Displacement
9. Declaration from Master stating he has assessed the intended manoeuvre and is satisfied with the request.

At Appendix 16.6 the appropriate form for requesting a tug reduction can be found. This is the form that is to be submitted to Townsville VTS.

9.1.2 Communicating with tugs

- Townsville tugs use VHF channel 16 for call up and VHF channel 8 for communicating with ships during berthing operations. VHF channel 6 is the alternative working channel if channel 8 is being used
- VHF channel 13 is for emergency communications with tugs should the working channel fail. A standby radio must be tuned to this channel when operating with tugs in the harbour, see section 16.6 Tug Commands and indicated response.

9.2 Tug usage guidelines

As a general rule the guidelines for the use of tugs within the Port of Townsville are:

BERTH	Less than 120 m		Between 120 and 145		Greater than 145	
	Arrival	Departure	Arrival	Departure	Arrival	Departure
1STB	1	1	2	2	2	2
1Port	1	1	2	1	2	2
2STB	1	1	2	2	2	2
2Port	1	1	2	2	2	2
3STB	1	1	2	2	2	2
3Port	1	1	2	2	2	2
4STB	2	1	2	2	2	2
4Port	1	1	2	2	2	2
8STB	1	1	2	2	2	2
8Port	2	1	2	1*	2	1*
9STB	1	1	2	1*	2	1*
9Port	1	1	1	2	2	2
10STB	1	1	2	2	2	2
10Port	1	1	2	1*	2	1*
11STB	2	1	2	2	2	2
11Port	2	2	2	2	2	2

Table 19 – Tug usage guidelines

- * Draft 11.0 metres or greater - 2 tugs
- High windage vessels (vehicle Carriers, passenger ships) – 2 tugs

- Livestock Carriers – 2 tugs
- Vessels with beam > 32.3 metres – 2 tugs

Any vessel with LOA 150 metres or greater will have a minimum of one tug.

These tables show the minimum requirements. These may be exceeded in certain adverse conditions (that is wind, tide or limited space on wharf.)

9.2.1 Removals

Ships moving from one berth to another (except along a continuous straight line berth) require a pilot and tugs in accordance with section 9.2.

Ships moving more than 60 metres along a continuous straight line berth require a pilot. The tug requirements will be determined on a case by case basis. Generally, one tug is required for ships greater than 150 metres overall length.

Ships moving 60 metres or less along a continuous straight line, refer section 7.5.

9.3 Thrusters

Ships requiring 2 tugs under the section 9.2, having operable and efficient thrusters and/or enhanced ship handling capabilities may seek to have tug requirements reduced to 1 tug. Dependant on thruster's power, the required manoeuvre, berth occupancy and weather conditions each application will be considered.

Thruster efficiency and /or enhanced ship handling capabilities will be assessed by the pilot on the 1st inbound transit and recommendations for subsequent transits made to the Regional Harbour Master for consideration.

An operable and efficient Bow / Stern thruster: Means a fully operational, sufficiently immersed bow thruster, adequately powered relative to ship's size and prevailing weather conditions.

Note 1: Bow Thrusters and Stern Thrusters are transversal propulsion devices. The effectiveness and efficiency of thrusters varies with draft, speed, depth vs draft, and so on.

Note 2: Multiple thrusters or enhanced ship handling capability will not be eligible for multiple tug reductions.

9.4 Line boat requirements

A line boat is required for:

- all ships to number T1 berth
- all ships to number T2 berth
- all ships with a LOA> 150m at T10 berth
- all vessels berthing without tugs (with or without thrusters) – use of a line boat is at the discretion of the pilot berthing the vessel.