9. Tug Procedures

9.1 General

Tugs are an aid to the safe and efficient manoeuvring of ships in confined waterways. While it is possible to berth and sail ships in certain tide and weather conditions without the aid of tugs, the experience of the port has dictated the following guidelines to reflect safe practice. Special circumstances may vary the tug requirement from the guidelines indicated in section 9.

Towage services are provided by Smit Lamnalco Pty Ltd. There are five tugs available for towage within the Port of Gladstone at any given time. An additional sixth tug is held in reserve for towing outside of Gladstone, salvage operations and to replace unserviceable tugs. There are also five LNG tugs.

The United Kingdom Standard Conditions for Towage and Other Services (revised 1986), modified to cover governance by laws applicable in the State or Territory of Australia that the services are performed in and for acceptance of exclusive jurisdiction of the State or Territory courts ("UKSTC"), apply to all services provided by Smit Lamnalco. A copy of the UKSTC is available at

https://smitlamnalco.com/port-operations/#towage-terms-and-conditions

Table 25 Tugs

Tug	Bollard pull	Steering system
SL Awoonga	70T Ahead / 65T Astern	2 x Controllable Pitch ASD Propellers
SL Koongo	70T Ahead / 65T Astern	2 x Controllable Pitch ASD Propellers
SL Yallarm	70T Ahead / 65T Astern	2 x Controllable Pitch ASD Propellers
SL Toondoon	70T Ahead / 65T Astern	2 x Controllable Pitch ASD Propellers
SL Kullaroo	70T Ahead / 65T Astern	2 x Controllable Pitch ASD Propellers
SL Boyne Island	86T Ahead / 80T Astern	2 x Controllable Pitch ASD Propellers
SL Curtis Island	86T Ahead / 80T Astern	2 x Controllable Pitch ASD Propellers
SL Heron Island	86T Ahead / 80T Astern	2 x Controllable Pitch ASD Propellers
SL Quoin Island	86T Ahead / 80T Astern	2 x Controllable Pitch ASD Propellers

Tug	Bollard pull	Steering system
SL Wiggins Island	86T Ahead / 80T Astern	2 x Controllable Pitch ASD Propellers
SL Lulu	80.4T Ahead/ 74.7T Astern	2 x Controllable Pitch ASD Propellers
SL Murjan	83.3T Ahead/73.3T Astern	2 x Controllable Pitch ASD Propellers

Smit Harbour Towage

Company Profile: Smit Lamnalco Pty Ltd provides tugs to vessels at the Port of Gladstone

General Manager: Craig Blair

Mobile: +61 459 247 552,

Email: cblair@smitlamnalco.com

Physical address: 8 Leo Zussino Drive, Gladstone Queensland, Australia 4680

Phone: +61 7 4971 2901

Fax: +61 7 4971 2903

Operations email: Scheduler.Gladstone@smitlamnalco.com

Website: www.smitlamnalco.com

9.1.1 Notification of Tugs

Tug services should be requisitioned via the QSHIPS programme (3.5 Booking a Vessel Movement) when booking the movement of a vessel. Updates to bookings should be made direct to the tug company by phone. The Ship's Master, through their shipping agent is required to advise Smit Lamnalco by email if the vessels freeboard is less than 5.5m to ensure that the correct tugs are allocated to their movement. Vessel agents are also requested to ensure that freeboard is entered into QShips if less than 5.5m. In some instances, the Regional Harbour Master, ship's master or pilot may require additional tugs to the minimum requirements listed in this section.

9.1.2 Tug requirements guidelines

Effective 24 June 2024, all trade vessels greater than 50 metres LOA transiting the port to the west of buoys A5 and A6 will require an escort tug (Vessel 'Bruce' exempt). This tug is to be connected either centre lead aft or on a stern quarter, at the discretion of the assigned pilot and dependent on destination. This requirement applies to all vessels regardless of size and regardless of whether they are arriving or departing the port. Other tugs assigned to a vessel for berthing or departure will be released at the discretion of the assigned pilot as currently occurs.

Table 26 Tug requirements

Boyne Smelter	
Berthing	
LOA < 90M	none
LOA 90m–130m	one tug or BT (one tug if draft > 7.0m)
LOA 130m – 170m	two tugs (or one tug plus BT)
LOA > 170m	two tugs
Departure	
LOA < 90m	none
LOA 90m – 130m (tide ahead)	one tug or BT (one tug if draft > 7.0m)
LOA 90m – 130m (tide astern)	one tug or BT (one tug if draft > 7.0m)
LOA 130m – 170m (tide ahead)	one tug
LOA 130m – 170m (tide astern)	two tugs (or one tug plus BT)
LOA >170m	two tugs
South Trees East	
Berthing	
LOA < 90M	none
LOA 90m–130m	one tug or BT (min one tug if draft >7.0m)
LOA 130m – 170m	two tugs (or one tug plus BT)
LOA > 170m	two tugs
Departure	
LOA < 90M	none
LOA 90m–130m (flood tide)	one tug or BT (min one tug if draft >7.0m)
LOA 130m – 170m (flood tide)	one tug
LOA > 170m (flood tide)	two tugs (or one tug plus BT)
South Trees West	
Berthing	
All arrival (except flood tide)	two tugs
Flood tide arrivals	three tugs
Departure	
All departures	two tugs

Vessels shifting “dead ship” to/from STE	three tugs
Barney Point	
Berthing	
LOA 150M – 170M	two tugs
LOA < 263m	two tugs
LOA > 263m	three tugs
LOA >263 and under 290m (part loaded with a maximum draft under 12.00m)	three tugs
Departure	
LOA 150M – 170M	one tug
LOA < 263m	two tugs
LOA > 263m	three tugs
LOA >263 and under 270m (part loaded with a maximum draft under 12.00m)	two tugs
Auckland Point berth 1	
Berthing	
LOA < 90m	one escort tug
LOA 90m >< 130m	one tug
LOA 130m – 170m	two tugs or one tug plus BT
LOA 170m and over	two tugs
Departure	
LOA < 90m	one escort tug
LOA 90m >< 130m	one tug
LOA 130m – 170m (head in flood)	two tugs or one tug plus BT
LOA 130m – 170m (head out flood tide)	one tug
LOA 130m – 170m (head in ebb tide)	two tugs or one plus BT
LOA 130m – 170m (head out ebb tide)	two tugs or one plus BT (min 2 tugs >9m)
LOA >170m	two tugs
Auckland Point berth 2, and 3	
Berthing	
LOA < 90M	one escort tug
LOA 90m–130m	one tug
LOA 130m – 170m	two tugs or one tug plus BT (two tugs if draft >9m)

LOA > 170m	two tugs
Departure	
LOA < 90m	one escort tug
LOA 90m–130m	one tug
LOA 130m–170m (head in flood tide)	two tugs or one tug plus BT
LOA 130m – 170m (head out flood tide)	one tug
LOA 130m – 170m (head in ebb tide)	one tug
LOA 130m – 170m (head out ebb tide)	two tugs or one tug plus BT (min two tugs >9m)
LOA >170m	two tugs
Auckland Point berth 4	
Berthing	
LOA <90m	one escort tug
LOA 90m – 130m	one tug
LOA 130m – 170m	two tugs or one tug plus BT (500kw min) (2 tugs if draft >9m)
LOA 170m – 190m	two tugs
Departure	
LOA <90m	one escort tug
LOA 90m – 130m	one tug or one tug plus BT (350kw min) (1 tug if draft>7m)
LOA 130m – 170m (head in flood tide)	two tugs or one tug plus BT (500kw min) (2 tugs if draft >9m)
LOA 130m – 170m (head out flood tide)	one tug
LOA 130m – 170m (head in ebb tide)	one tug
LOA 130m – 170m (head out ebb tide)	two tugs or one tug plus BT (500kw min)
LOA 170m – 190m (head in or out flood tide)	two tugs or one tug plus BT (1000kw min)
LOA 170m – 190m (head in ebb tide)	two tugs or one tug plus BT (1000kw min)
LOA 170m – 190m (head out ebb tide)	two tugs
Clinton Coal Facility	
Berthing	
LOA max 230m x 33m (Note: Neap ebb tide arrival specific)	three tugs

LOA >240m x 40m x 9m (main channel hot changeover)	Two tugs
LOA < 263m (Using Clinton Main channel)	two tugs
LOA > 263m (using Clinton Main Channel)	three tugs
LOA 230m x 32.2m (Clinton Bypass Channel)	two tugs (may transit without separate tugs)
LOA 230m x 32.2m (Clinton Bypass Channel berthing at CCF4)	two tugs (must be separate tugs)
LOA 230m x 32.2m (Clinton Bypass Channel with CCF 4 departure)	two tugs (must be separate tugs)
Departure	
LOA < 263m	two tugs
LOA < 230m (ebb tide)	three tugs
LOA > 263m	three tugs
LOA >263 and under 290m (part loaded with a maximum draft under 12.00m)	two tugs
Wiggins Island Coal Export Terminal (WICET)	
Berthing	
LOA < 263m	two tugs
LOA > 263m	three tugs
Departure	
LOA < 263m	two tugs
LOA > 263m	three tugs
Fishermans Landing 1	
Berthing	
LOA < 170m	three tugs (HW -3:00) two tugs (HW – 2:00)
LOA > 170m	three tugs (HW -3:00) two tugs (HW – 2:00) see note 1 below
Note 1: Three tugs will be required if the unloader is lowered in any other location on the berth other than the far Western end of its travel. However, the movement will not occur until RHM approval is provided following the completion of additional risk assessment by Rio Tinto in these circumstances.	
Departure	
LOA < 170m	one tug plus BT (min 2 tugs if >10m) see note 2 below
Note 2: Two tugs for departure when the unloader is in the down position at any location other than the far western end of the berth	

LOA > 170m	two tugs see note 3 below
# Three tugs will be required if the unloader is lowered in any other location on the berth other than the far Western end of its travel. However, the movement will not occur until RHM approval is provided following the completion of additional risk assessment by Rio Tinto in these circumstances.	
Fishermans Landing 2 and 4 and 5	
Berthing	
LOA <130m	one escort tug
LOA 130m – 170m	two tugs or one tug plus BT (2 tugs if draft >10m)
LOA > 170m	two tugs
** MV LUGA INTO FL4**	one tug (RHM direction 8/12/14)
Departure	
LOA <130m (head in flood and head out ebb)	one escort tug
LOA <130m (head out flood and head in ebb)	one escort tug
LOA 130m – 170m (head in flood and head out ebb)	two tugs or one tug plus BT (min two tugs >10m)
LOA 130m – 170m (head out flood and head in ebb)	one tug or BT (min one tug if >7m)
LOA >170m (head in flood and head out ebb)	two tugs
LOA >170m (head out flood and head in ebb)	two tugs
** ALCEM LUGAIT DEPARTURE FROM FL4**	one tug (RHM direction 8/12/14)
APLNG, QCLNG, GLNG	
Berthing	
Four tugs to be made fast between A1 and A5 (tugs to be on station when LNGC is at G1)	
Departure	
Four tugs on departure, all are to be released progressively between A5 and A1	

If the vessel is calling for the first time and is fitted with a bow thruster, the vessel is to be considered to have no bow thruster until it can be adequately assessed.

All vessels carrying DG require minimum of one tug

The above requirements may be adjusted at the discretion of the Regional Harbour Master

- All loaded ships to South Trees West will require two tugs;

- Part loaded ships will be considered on their individual merits for tug requirements where the length of the ship is up to 10m above each of the LOA cut-offs;
- All dedicated bauxite ships shall employ the services of three tugs when shifting 'dead ship' from South Trees East to South Trees West and vice versa;
- These conditions may vary from time to time as circumstances require.

Tug Requirements for Gearbulk Ships at Boyne Smelter and Auckland Point Wharves

Table 27 Gearbulk ships tug requirements – Boyne Smelter Wharf and Auckland Point Wharves

Boyne Smelter wharf (Gearbulk)		
3rd generation	4th generation	5th generation (includes Star H/J/K Class)
Berthing		
PST/SST /2 tugs	PST/SST /2 tugs	PST/SST /1 tug
Departure		
SST flood /2 tugs SST ebb /2 tugs PST /2 tugs	SST flood /1 tug SST ebb /2 tugs PST flood /2 tugs PST ebb /1 tug	SST flood /0 tugs SST ebb / 1 tug PST flood / 1 tug PST ebb / 0 tugs
Auckland Point wharves (Gearbulk)		
Berthing		
PST / SST 2	PST / SST 2	PST (max 10.0m) 1 / SST2
Departure		
PST / SST 2	SST (flood) 1/SST (Ebb)2	SST (flood) 1 SST (ebb) 2
	PST (flood) 2 PST (Ebb) 2	PST (flood) 1 / PST (ebb) 1 (max 10.0m)
		PST (flood) 2 PST (ebb) 2 (over 10.0m)

If draft is in excess of 12.5 metres, then an additional tug will be required.

9.1.3 Tug Requirements for LNG

9.1.3.1 Tug Escorts

LNG vessels will transit channels and cuttings with two approved escort tugs in accordance with the procedures and at the locations listed in Section 9.1.4.3 at speeds up to about 10 knots with tugs made fast. Escort tugs should be made fast in the vicinity of A1, however; the decision as to where to make the tugs fast will be made after consultation between the harbour pilots and the vessel's master and taking account of the conditions and traffic situation. The expectation is that both escort tugs should be attached on the stern (tandem deployment) for inbound and outbound transits of the port. Escort tugs are to be on station in the vicinity of A1 before LNGC are at G4. Harbour tugs are to be made fast after the escort tugs in the Auckland Channel.

For tethered towage, the vessels will be equipped with adequate bollards and fairleads to the required capacity and configuration, or alternate arrangements approved in advance by the Regional Harbour Master. The alternative arrangements acceptable to the Regional Harbour Master are specified in the Appendix.

9.1.3.2 Tug Escorts During Inclement Weather

In normal circumstances if weather conditions deteriorate, to the extent there is concern over the safety of tugs in tandem deployment, the LNG vessel will return to the anchorage and wait until weather conditions improve sufficiently to allow entry. In exceptional circumstances the Regional Harbourmaster may approve a single escort tug attached to the transom with the second tug in passive escort mode or the escort tugs are operated in the passive mode for the entry.

However, the two tugs will be connected for tandem towage as soon as conditions allow as agreed by the harbour pilots and vessel master. Regardless of this approval, if the vessel's master or harbour pilots have any concerns over manoeuvring without the assistance of the tethered tugs, the LNG vessel will return to the anchorage and wait until weather conditions improve to allow entry.

9.1.3.3 Berthing/Unberthing Operations – Tug Usage

Four tugs will be utilised for all berthing/unberthing operations. Two escort tugs should be ready to make fast at A1 and two harbour tugs will join the inbound vessel after the escort tugs are made fast, subject the discretion of the harbour pilot in charge in conjunction with the vessel's master. Two harbour tugs will be released on departure in the vicinity of A5 (Barney Point). The remaining two tugs will remain tethered until release by A1. The escort tugs will commence a slow return to base after being released.

9.1.3.4 Standby Tugs Whilst Berthed

A fully manned standby tug with full firefighting (FiFi) capability will generally be on standby at the tub base whilst an LNG vessel is at the berth and be available within

30 minutes. When wind forecasts are for a steady 26 knots, or above at any of the LNG Terminals, the standby tug is to be berthed at the Curtis Island LNG Terminals (QGC MOF). The standby tug is to assist the LNG vessel with moorings, firefighting and manoeuvring. Separate arrangements may be in place for reporting any breaches of LNG industry safety exclusion zone or the Water Side Restricted Security Zone to the LNG vessel.

9.1.3.5 Emergency Departure – Tugs

In the case of an emergency departure from the berth is necessary, a second tug will be required to be mobilised to assist and should where possible be available within 30 minutes of being called. Should there be two or more LNG vessels alongside additional tugs may be requested.

9.2 Lines Launches

Generally, ships less than 150 metres LOA will require one lines launch and ships greater than 150 metres LOA will require two lines launches. All ships undertaking a shift ship removal at South Trees berths will require two line launches.

9.2.1 Lines Launch Operators

The service of line launches is provided by:

Gladstone Port Services

Physical address: Bryan Jordan Drive, Gladstone Queensland 4680

Phone: +61 7 4972 1335

Mobile: +61 407 156 505

Facsimile: +61 7 4972 4124

Northern Stevedoring Services (NSS Pty Ltd)

Postal address: Po Box 5740 M.C, Townsville, QLD, Australia, 4810

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Email: info@nsspl.com.au