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# The Peel Ports Group

# TOWAGE GUIDELINES



## Harbour and Port of Manchester

# TOWAGE GUIDELINES

## THE MANCHESTER SHIP CANAL

Experience has shown that, in the majority of cases, vessels that navigate on the Manchester Ship Canal and have a length overall of 112 metres or more generally require two tugs to navigate with safety. Therefore, two tugs must be ordered for these vessels.

If the master or owner of a vessel feels that their vessel is very manoeuvrable, and may not require tugs when navigating on the Manchester Ship Canal, they may request an assessment of the suitability of the vessel to navigate without tug assistance.

If requested, an assessment of the suitability of the vessel to navigate on the Manchester Ship Canal without tug assistance shall be made when the vessel has completed an inward and an outward passage on the Manchester Ship Canal. If the Manchester Pilots assigned to both the inward and outward passages are in agreement, then the vessel may be permitted to navigate on the Manchester Ship Canal in certain circumstances with reduced or no towage assistance.

Notwithstanding, vessels under 112m length overall, or vessels which have previously been assessed as requiring reduced/no tug assistance (as above), may be required to use a tug(s) for all or part of their passage on the Manchester Ship Canal owing to circumstances such as, but not limited to, prevailing weather conditions, a vessel's handling characteristics or deficiencies, or the intended area of navigation on the Manchester Ship Canal.

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## QUEEN ELIZABETH II DOCK

Based on the use of omni-directional tugs, the following should be used for the initial allocation of tugs for vessels manoeuvring in the Dock:

### Vessels Without a Functioning Bow Thruster

<u>Length Overall</u>	<u>Tugs Inward</u>	<u>Tugs Outward</u>
Up to 115m	0	0
Over 115m to 130m	1	1
Over 131m to 150m	2	2†
Over 150m to 180m	2	2
Over 180m to 208.79m	3	3

### Vessels With a Functioning Bow Thruster

<u>Length Overall</u>	<u>Tugs Inward</u>	<u>Tugs Outward</u>
Up to 115m	0	0
Over 115m to 120m	1‡	1†
Over 120m to 160m	1	1†
Over 160m to 180m	2	2†
Over 180m to 208.79m	3	3

† If the vessel is port side to on No.4 Berth, then consideration may be given to reducing the towage requirement.

‡ If there are no other vessels in the Dock, then consideration may be given to manoeuvring without a tug.

Notwithstanding the foregoing, owing to circumstances such as, but not limited to, prevailing weather conditions, a vessel's handling characteristics or deficiencies, or the intended manoeuvre within the Dock, towage requirements may exceed those indicated above.

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## TOWAGE IN RESTRICTED VISIBILITY

Restricted visibility is all circumstances where visibility is, or is expected to, reduce to a distance where a tug's normal ability to perform may be impaired. Such restrictions in visibility, as defined in COLREGS, could be due to fog, mist, snow, rain, sleet or any other conditions which impair visibility.

*COLREGS Rule 19 states every vessel should proceed at a safe speed adapted to prevailing circumstances and restricted visibility. A vessel detecting by radar another vessel should determine if there is risk of collision and if so take avoiding action. A vessel hearing fog signal of another vessel should reduce speed to a minimum.*

In circumstances where restricted visibility exists, or is likely to exist, the Master/Pilot and Tug Master shall, as part of the passage plan and risk assessment process, agree how the operation shall be conducted, what dangers are associated with towing in restricted visibility and what risk reduction measures shall be applied.

**Minimum visibility for all planned towage operations is three cables.**

Should visibility fall below the aforementioned minimum when a towage operation has commenced, the vessel's speed shall be reduced to a minimum safe speed and if safe and appropriate to do so take all way off the vessel. Following discussion with the Tug Master(s), the contingency plan discussed and agreed at the planning stage must be implemented. This could include one or more of the following:

- Proceed to the planned destination or nearest suitable layby berth;
- Let go the forward tug and proceed to the planned destination or nearest suitable layby berth; or
- Hold the vessel in position until the conditions improve.

The agreed course of action must be communicated to Eastham Port Operations Control.