

CLYDEPORT TOWAGE GUIDANCE MATRIX

INSTRUCTIONS

Agent requests for Towage should be notified in PORTLINKS. The default requirement for towage provision is as per this Matrix which should be read in conjunction with Clydeport Towage Guidelines. Any deviation from this Guidance, requires prior approval of the Clyde Marine Managers and must be made in writing/email by the Agent to the SMMO/MMO (ClydeMarineManagers@peelports.com) in good time, but no later than 24 hours before ETAs and 8 hours before ETDs and during the working day, Monday to Friday 0800-1700. These requests will be assessed on a case by case basis. Agents should be mindful that historical Acts, where towage requirements have been relaxed, do not set a precedent. If approval of SMMO/MMO is not forthcoming, for whatever reason, then the default towage booking should not be amended.

Vessels of unusual design, project vessels or large vessels calling for the first time, may require use of a tug or tugs if deemed necessary after a consultation with Pilots and SMMO/MMO at least 72hrs in advance of ETA. Vessel design, dimensions, propulsion, including rudder details and thrusters, expected draught and cargo will be required prior to consultation.

For all Tows of barges and 'dead' vessels, the Tow Notification Form must be submitted with full Risk Assessment and Method Statements at least 48 hours in advance of entering the Port. For Tows occurring over weekends and bank holidays require 72 or 96 hours submission respectively. The Tow Notification Form can be downloaded from the Peel Ports website; Marine Information – Clydeport – Towage Information; (www.peelports.com/marine-information?port=clydeport).

Associated Pilotage requirements are detailed in Pilotage Directions distributed as No 2 in the annual Clyde Notice to Mariners.

River Transits East of Greenock Ocean Terminal. Vessels with draughts over 8.7m and/or LOA over 165m, require a consultation process with Clyde Marine Managers. Contact numbers are 01475 886317/18/20. Monday to Friday 0800-1700.

This version supersedes Version 11, September 2019.

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Towage Guidance for Shieldhall Riverside and King George V Dock

Length of vessel	Draught	B/T	Wind Limit (Knots)	Arrival Cant	Arrival No Cant	Departure Cant	Departure No Cant	Notes
≥200m	Any	N	Avg. < 20 Gusts < 25	3 ASD	3 ASD	3 ASD	2 ASD	Min BP each Tug = 50t / at Pilot's discretion third ASD may be substituted for conventional tug. Berthing = HW GLA - 1 Hour Sailing = HW GLA - 3 Hours until HW 2 Pilots required for transits in hours of darkness (Civil twilights) from No1 Buoy and/or Canting.
	Any	Y						
≥165m <200m	Any	N	Avg. < 20 Gusts < 25	3 ASD	2 ASD	3 ASD	2 ASD	Min BP each Tug = 50t / at Pilot's discretion one ASD may be substituted for conventional tug. Berthing = HW GLA - 1 Hour Sailing = HW GLA - 3 Hours until HW * May reduce to 1 ASD subject to Master/Pilot agreement
	≥8.7m	Y		3 ASD	2 ASD	3 ASD	2 ASD	
	<8.7m			2 ASD	1 ASD	2 ASD *	1 ASD	
≥140m <165m	≥6.7m	N	Avg. < 30 Gusts < 35	2 ASD	2 ASD	2 ASD	2 ASD	Min BP each Tug = 28t / at Pilot's discretion one ASD may be substituted for conventional tug. Berthing = HW GLA - 1 Hour (Pilot may extend window) Sailing = HW GLA - 3 Hours until HW (Pilot may extend window)
	<6.7m			2 ASD	2 ASD	2 ASD	2 ASD	
	≥6.7m	Y		1 ASD	1 ASD	2 ASD	1 ASD	
	<6.7m			1 ASD	1 ASD	1 ASD	1 ASD	
≥120m <140m	≥6.7m	N	Avg. < 30 Gusts < 35	2 tug	2 tug	2 tug	2 tug	Min BP each Tug = 20t / ASD Preferable Berthing & Sailing = HW GLA ± 3 Hour (Pilot may extend window)
	<6.7m			2 tug	2 tug	2 tug	2 tug	
	≥6.7m	Y		1 tug	1 tug	2 tug	1 tug	
	<6.7m			1 tug	1 tug	1 tug	-	
≥105m <120m	≥6.7m	N	Avg. < 30 Gusts < 35	2 tug	2 tug	2 tug	2 tug	Min BP each Tug = 10t Berthing & Sailing = HW GLA ± 3 Hour (Pilot may extend window)
	<6.7m			2 tug	2 tug	2 tug	2 tug	
	≥6.7m	Y		1 tug	1 tug	1 tug	1 tug	
	<6.7m			1 tug	-	1 tug	-	
<105m	≥6.7m	N	Avg. < 30 Gusts < 35	1 tug	-	1 tug	-	Min BP each Tug = 10t Berthing/Sailing = <6.7m draught no restriction / if draught ≥6.7m may be tidal depending on tidal range for sufficient UKC / consult SMMO/MMO/Pilot. Manoeuvring normally avoid last 2 hours of ebb tide.
	<6.7m			1 tug	-	1 tug	-	
	≥6.7m	Y		-	-	-	-	
	<6.7m			-	-	-	-	

Towage Guidance for Rothesay Dock (Tankers)

Length of vessel	Draught	B/T	Wind Limit (Knots)	Arrival Cant	Arrival No Cant	Departure Cant	Departure No Cant	Notes
≥140m <160m	Any	N	Avg. < 25 Gusts < 30	1 ASD + 1 tug	1 ASD + 1 tug	1 ASD + 1 tug	1 ASD + 1 tug	Min BP ASD = 28t / tug = 15t / at Pilot's discretion one ASD may be substituted for conventional tug. Berthing = HW GLA - 1 Hour Sailing = HW GLA - 3 Hours until HW
	Any	Y		1 ASD + 1 tug	1 ASD	1 ASD + 1 tug	1 ASD	
≥120m <140m	Any	N	Avg. < 25 Gusts < 30	1 ASD + 1 tug	1 ASD + 1 tug	1 ASD + 1 tug	1 ASD + 1 tug	Min BP ASD = 28t / tug = 15t / at Pilot's discretion one ASD may be substituted for conventional tug. Berthing = HW GLA - 1 Hour Sailing = HW GLA - 3 Hours until HW
	Any	Y		1 ASD + 1 tug	1 ASD	1 ASD + 1 tug	1 ASD	
≥100m <120m	Any	N	Avg. < 25 Gusts < 30	2 tug	2 tug	2 tug	2 tug	Min BP each Tug = 20t Berthing & Sailing = HW GLA ± 3 Hour
	≥6.7m	Y		1 tug	1 tug	1 tug	1 tug	
	<6.7m			-	-	-	-	
<100m	Any	N	Avg. < 25 Gusts < 30	1 tug	1 tug	1 tug	1 tug	Min BP each Tug = 15t Berthing & Sailing = HW GLA ± 3 Hour. If wind > 25 knots then 1 tug compulsory
	Any	Y		-	-	-	-	
INBOUND				Laden tankers are required to rendezvous with the escort tug prior to transiting the river past No1 Buoy.				
OUTBOUND				Consultation between Master/Pilot subsequent to inbound passage, may produce recommendation to the SMMO that the outbound tug requirements may be amended.				
				Should a Tanker depart Fuel berth with Cargo remaining on-board, then an Escort Tug will be required for the River Transit to No1 Buoy.				

Towage Guidance for Rothesay Dock (Non-Tankers)

Length of vessel	Draught	B/T	Wind Limit (Knots)	Arrival Cant	Arrival No Cant	Departure Cant	Departure No Cant	Notes
≥120m <130m	Any	N	Avg. < 30 Gusts < 35	1 ASD + 1 tug	1 ASD + 1 tug	1 ASD + 1 tug	1 ASD + 1 tug	Min BP ASD = 28t / tug = 15t / at Pilot's discretion one ASD may be substituted for conventional tug. Berthing = HW GLA - 1 Hour Sailing = HW GLA - 3 Hours until HW
	Any	Y		1 ASD + 1 tug	1 ASD	1 ASD + 1 tug	1 ASD	
≥100m <120m	Any	N	Avg. < 30 Gusts < 35	2 tug	2 tug	2 tug	2 tug	Min BP each Tug = 20t Berthing & Sailing = HW GLA ± 3 Hour
	≥6.7m	Y		1 tug	1 tug	1 tug	1 tug	
	<6.7m			-	-	-	-	
<100m	Any	N	Avg. < 30 Gusts < 35	1 tug	1 tug	1 tug	1 tug	Min BP each Tug = 10t Berthing & Sailing = HW GLA ± 3 Hour If wind > 25 knots then 1 tug compulsory
	Any	Y		-	-	-	-	

Towage Guidance for Lobnitz Basin

Length of vessel	B/T	Wind Limit (Knots)	Arrival	Departure	Notes
≥75m <96m	N	Avg. < 30 Gusts < 35	2 tug	2 tug	Arrival/Departure HW GLA - 1 hour. Min BP with 1 tug = 10t or if 2 tugs 10t + 5t.
	Y		1 tug	1 tug	
<75m	N	Avg. < 30 Gusts < 35	1 tug	1 tug	
	Y		-	-	

Towage Guidance for Greenock Ocean Terminal (ex. Cruise Ships)

Length of vessel	Draught	B/T	Wind Limit (Knots)	Arrival Cant	Arrival No Cant	Departure Cant	Departure No Cant	Notes
≥250m <350m	<12.0m	N	Avg. < 30	3 ASD	3 ASD	3 ASD	3 ASD	Min BP ASD = 50t / at Pilot's discretion one ASD may be substituted for conventional tug. Wind > 25 knots + 1 tug.
	<12.0m	Y		2 ASD	2 ASD	2 ASD	2 ASD	
≥200m <250m	<12.0m	N	Avg. < 30	2 ASD	2 ASD	2 ASD	2 ASD	First Call as per matrix. Future calls may be reduced to 1 ASD following consultation between Master/Pilot/Port. Wind > 25 knots + 1 tug.
	<12.0m	Y						
≥150m <200m	<12.0m	N	Avg. < 45	2 ASD	2 ASD	2 ASD	2 ASD	First Call as per matrix. Future calls may be reduced to 1 ASD following consultation between Master/Pilot/Port. Wind > 20 knots + 1 tug.
	<12.0m	Y		1 ASD	1 ASD	1 ASD	1 ASD	
<150m	<12.0m	N	Avg. < 45	1 tug	1 tug	1 tug	1 tug	Min BP each Tug = 15t Wind > 20 knots + 1 tug.
	<12.0m	Y		-	-	-	-	

Onshore/Offshore wind > 30 knots may require standby ASD Tug(s) for vessels ≥165m (with Pilot if lines attached)

Onshore/Offshore wind > 40 knots will require standby ASD Tug(s) for vessels ≥165m (with Pilot if lines attached)

Towage Guidance for Greenock Ocean Terminal (Cruise Ships)

Cruise ships normally do not require towage unless wind speed/direction warrant. Consult Pilot for further advice.

Onshore/Offshore wind > 30 knots and/or Met Office Yellow wind warning, may require standby ASD Tug(s) for vessels ≥165m (with Pilot if lines attached)

Onshore/Offshore wind > 40 knots and/or Met Office Amber/Red warning will require standby ASD Tug(s) for vessels ≥165m (with Pilot if lines attached)

Towage Guidance for Garvel/Dales Dry Dock and James Watt Dock North Wall

Length of vessel	Draught	B/T	Wind Limit (Knots)	Cant	No Cant	Notes
≥120m ≤180m (and/or beam >17m ≤20m)	≤4.0m without consultation	N	Avg. < 20 Gusts < 25	2 tugs	2 tugs	Min BP = 20t each tug. Docking/undocking times – see table below for guidance.
		Y				
		Dead Ship				
≥120m ≤100m (and/or beam >17m ≤20m)	≤4.0m without consultation	N	Avg. < 25 Gusts < 30	2 tugs	2 tugs	Min BP = 20t each tug. Docking/undocking times – see table below for guidance.
		Y			1 tug	Min BP = 20t each tug. Ferries and vessels which are similarly manoeuvrable may be exempted from having a tug on request and in consultation with the Pilot.
		Dead Ship			2 tugs	Min BP = 20t each tug. Docking/undocking times – see table below for guidance.
<100m (and beam ≤17m)	≤4.0m without consultation	N	Avg. < 25 Gusts < 30	2 tugs	1 tug	Min BP = 20t each tug. Docking/undocking times – see table below for guidance
		Y		1 tug	-	Min BP = 10t each tug. Docking/undocking times – see table below for guidance Ferries and vessels which are similarly manoeuvrable may be exempted from having a tug on request and in consultation with the Pilot.
		Dead Ship		2 tugs	2 tugs	Min BP = 10t each tug. Docking/undocking times – see table below for guidance

Garvel Dry Dock Entering/Leaving Guidance Times

Draught	Time (not before) to Enter or Leave Dock	Comments
< 1.5m	Anytime	Dales Marine Services will advise on final timings.
> 1.5m	1 hour after LW Greenock	
> 2.0m	2 hours after LW Greenock	
> 2.5m	3 hours after LW Greenock	
> 3.0m	3 ½ hours after LW Greenock	
> 3.5m	3 hours before HW Greenock	
> 4.0m	2 hours before HW Greenock	
> 4.5m ~ ≤ 4.7m	Within 1 hour of HW Greenock (Height of Tide dependant)	Consultation required with SMMO/MMO/Pilots

James Watt Dock (Dales Wall/North Wall)

Vessel limitations - Maximum LOA 180m; Beam 21m. The JWD entrance is 23m wide (without fenders) and the design depth of the Cill at the entrance is 6.4m below CD, but check latest survey chart on Hydrographic Information on the Clydeport Marine page of the Peel Ports website:

<https://www.peelports.com/marine-information?port=clydeport>

Bookings in Portlinks can be provided by Dales Marine Ltd.

Tow Notification Forms, if required, must be submitted at least 72 hrs in advance (96 hrs for Bank Holidays).

Dead ship means vessel without any form of propulsion but has power for capstans and winches.

A vessel without any power for capstans and winches must be declared and may have further wind/weather limitations. Prior consultation with SMMO/MMO Clydeport will be required.

Inchgreen Repair Quay Wall

Optimal time for manoeuvring in/out of Great Harbour entrance is HW -1hr Greenock.
 Draughts >6.0m require SMMO/MMO consultation prior to booking/any commitment.
 The Table below does not apply to “Dead Tows”

Length of vessel	Draught	B/T	Wind Limit (Knots)	Cant	No Cant	Notes
≥160m	≤6.0m without consultation	N	Avg. < 25 Gusts < 30	3 tugs	3 tugs	Min BP = 20t each tug. One must be an ASD. Manoeuvring window in/out Great Harbour to coincide with HW -1hr Greenock.
		Y				
≥140m <160m	≤6.0m without consultation	N	Avg. < 25 Gusts < 30	2 tugs	2 tugs	Min BP = 20t each tug. Manoeuvring window in/out Great Harbour to coincide with HW ± 1hr Greenock.
		Y		1 tug	1 tug	
≥120m < 140m	≤6.0m without consultation	N	Avg. < 25 Gusts < 30	2 tugs	1 tug	Min BP = 20t each tug. Manoeuvring window in/out Great Harbour to coincide with HW ±2 hrs Greenock.
		Y		1 tug	-	
≥75m <120m	≤6.0m without consultation	N	Avg. < 25 Gusts < 30	2 tugs	2 tug	Min BP = 10t each tug. 70m-100m Manoeuvring window in/out Great Harbour to coincide with HW ±4 hrs Greenock. 100m-120m Manoeuvring window in/out Great Harbour to coincide with HW ±3 hrs Greenock.
		Y		1 tug	1 tug	
< 75m	≤6.0m without consultation	N	Avg. < 25 Gusts < 30	1 tug	1 tug	Min BP = 10t. Can manoeuvre into the Great Harbour safely at most states of the tide, but should ideally avoid window ± 2hrs LW Greenock on strong spring tides unless of a highly manoeuvrable design.
		Y		-	-	

Timings of tidal windows may be extended following consultation with SMMO/MMO/Pilots following assessment of vessel type/manoeuvring characteristics/expected environmental conditions.

Dead tows will normally be programmed around the optimal time to manoeuvre in/out of Great Harbour; HW -1hr Greenock. However, this is dependent on the BP of the tugs and the expected environmental conditions. In any event, the Clydeport Tow Notification Form should be submitted with all the relevant information for assessment to be made by the SMMO/MMO/Pilots and recommendations can be provided to suitable tidal windows for manoeuvring in/out of Great Harbour.

Inchgreen Dry Dock

Vessels looking to utilise the Dry Dock at Inchgreen, should consult with SMMO/MMO Clydeport in advance before making any commitment. Early engagement is essential.

Towage Guidance for Holy Loch Berth (Sandbank)

Length of vessel	B/T	Wind Limit (Knots)	Arrival	Departure	Notes
≥75m <96m	N	Avg. < 30 Gusts < 35	1 tug	1 tug	Arrival/Departure – Draught – LW Greenock 3.8m Anytime 4.5m Avoid 1 hr either side 5.0m Avoid 2 hrs either side 5.5m Avoid 3 hrs either side 5.8m Sail 2 hrs either side HW Greenock Min BP with 1 tug = 10t.
	Y		-	-	
<75m	N	Avg. < 30 Gusts < 35	1 tug	1 tug	
	Y		-	-	

Towage Guidance for Holy Loch Anchorages for Cruise Ships

Vessel Max LOA 205m Wind Limitations Steady >20 knots/ Gusts >30 kts – Standby Tug may be required with Pilot embarked.
 Prior consultation with SMMO/MMO for Cruise Liners with LOA >150m to be made 72 hours in advance of visit.

Towage Guidance for Finnart Ocean Terminal

Summer Deadweight	B/T	Wind Limit (Knots)	Arrival	Arrival BP	Departure	Departure BP	Notes	
≥175,000	N	Avg. < 30 Head/Stern	3 ASD	Total 180t	3 ASD	Total 180t		
	Y		3 ASD	Total 180t	3 ASD	Total 180t		
≥100,000 <175,000	N		3 ASD	Total 120t	3 ASD	Total 120t	At Pilot's discretion one ASD may be substituted for conventional tug.	
	Y		3 ASD	Total 120t	3 ASD	Total 120t		
≥40,000 <100,000	N		Avg. < 20 Beam	3 ASD	Total 100t	2/3 ASD	Total 100t	At Pilot's discretion one ASD may be substituted for conventional tug.
	Y			2/3 ASD	Total 100t	2/3 ASD	Total 100t	
≥15,000 <40,000	N			2 tugs	Each 25t	2 tug	Each 25t	'N' Class Tankers have exemption ordinarily for 1 tug only.. Refer to Finnart Terminal for details.
	Y			2 tugs	Each 25t	2 tug	Each 25t	
<15,000	N			1 tug	Each 25t	1 tug	Each 25t	
	Y			1 tug	Each 25t	1 tug	Each 25t	

Tanker Escort Requirements (Firth of Clyde)

Draught >15.25m = Passage Skelmorlie channel / 1 ASD active escort from 'A' buoy OR the SMMO may authorise the Pilot to use the west side of the Firth of Clyde Channel by the Skelmorlie Safe Water Mark to avoid the shallow patch of 17.9m charted depth. This will be determined the day before, taking into consideration the expected outbound traffic, weather forecast and that UKC of 2m can be obtained.

Draught < 15.25m = Passage Firth of Clyde channel / no escort required.

Tanker Escort Requirements (Loch Long)

All tankers passing COULPORT are required to have an Active escort tug with a bollard pull in excess of 25 tonnes if 40,000 tonnes DWT or less and a minimum of 50 tonnes if over 40,000 DWT. For laden crude oil tankers, the stern escort tug should RV with the Tanker in the vicinity of 'Oscar' Buoy and follow before becoming an active escort in vicinity of Lower Loch Long Buoy.

Towage Guidance for Hunterston

Summer Deadweight	B/T	Wind Limit (Knots)	Arrival	Arrival BP	Departure	Departure BP	Notes
≥150,000	N	Avg. < 45	3 ASD	Total 180t	2 ASD	Total 120t	At Pilot's discretion one ASD may be substituted for conventional tug.
	Y		2 ASD	Total 120t	1 ASD	Total 60t	
≥35,000 <150,000	N		2 ASD	Total 120t	2 ASD	Total 120t	At Pilot's discretion one ASD may be substituted for conventional tug.
	Y		1 ASD	Total 60t	1 ASD	Total 60t	
≥12,000 <35,000	N		2 ASD	Total 75t	2 ASD	Total 75t	At Pilot's discretion one ASD may be substituted for conventional tug.
	Y		2 ASD	Total 75t	2 ASD	Total 75t	
≥6,000 <12,000	N						Tugs will be arranged by consultation, taking into consideration weather, berth status and ships equipment
	Y						
<6,000	N		1 tug	Total 20t	1 tug	Total 20t	
	Y		-		-		

Towage Guidance for Hunterston Construction Yard

Towage/tug use not recommended due to channel width and depth, but will be assessed on a case by case basis.

Vessel limitation: Max LOA 90m and vessel to be fitted with working B/T.

Consultation with SMMO/MMO should be sought in advance of any bookings on Portlinks.