

# STANDING NOTICE TO MARINERS

## SNTM 09



### TOWAGE OPERATIONS

Clydeport has powers conferred under Clyde Port Authority Order Confirmation Act (1965) Part III cl 18 and an obligation under Port Marine Safety Code to ensure safety of navigation for towage operations undertaken within the area of jurisdiction.

Estuary Radio must be advised of all towage movements by VHF CH12.

Tug attendance supporting movement of commercial ships to and from berths within Clydeport waters requires advance booking and requires the Pilot and Tug Masters conduct a dynamic risk assessment for each operation. Clydeport publishes Towage Guidance on the Tug requirement for various interventions in the port, for use by Agents and other Stakeholders.

For non-routine tows, risk assessments and a method statement (RAMS) are required to be undertaken and copy to be submitted to Estuary Radio [Clydeport.portlinks@peelports.com](mailto:Clydeport.portlinks@peelports.com) and the Marine Office in Greenock [Clydemarinemanagers@peelports.com](mailto:Clydemarinemanagers@peelports.com) (Tel 01475 886317/20) together with Clydeport Tow Notification Form (available to download from [www.peelports.com](http://www.peelports.com)).

It is recommended the Senior Manager Marine Operations is notified at an early stage (and certainly no less than 24 hours prior to arrival at Clydeport or departure from a berth/anchorage within the port) to assist with the planning process and provide guidance where necessary. In addition, passage planning and weather criteria will be assessed. A designated person (normally Barge Master) is required to be identified as in charge of the operation. The tugs identified for a task need to be fit for the purpose and have adequate bollard pull for the entire operation with sufficient reserve to provide an increase in power for emergency manoeuvring. It is not acceptable for a tug to operate at 100% power for any planned stage of the operation. Reference: *Tug Use In Port, Capt Henk Hensen, Chapter 5 Page 68 for Bollard Pull requirement calculation*.

The risks to the tugs needs to be fully assessed, this may affect the number of tugs used, their positioning together and selected length of tow and securing arrangement. A tug's watertight integrity needs to be maintained at all times to prevent down flooding which can lead to capsizing.

British Tugowners' Association provides Towage Checklists:  
<http://www.britishtug.org/publications.html>

Guidance is provided on the measures that should be carried out prior to commencement of towing operations and extend to cover;

1. checks prior to undertaking tow and during passage;
2. fitness for purpose and documentation checks prior to commencement of towage;
3. verification of internal and external communications;
4. reviewing emergency procedures.