

CLYDEPORT TOWAGE GUIDANCE

INSTRUCTIONS

Agent requests for Towage should be notified in PORTLINKS. The default requirement for towage provision is as per these 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 Clyde Marine Managers (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 precedence. **If approval of HoM/DMMO/Duty Marine Manager 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 Clyde Marine Managers 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 Methods 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). Further towage guidance can be found in the Guidance for Towage Operations in Clydeport, also found in the same area on the Peel Ports website.

Associated Pilotage requirements are detailed in Pilotage Directions distributed as No 2 in Clydeport's Standing 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 17, Dec 2025.

Contents

CLYDEPORT TOWAGE GUIDANCE	1
Towage Guidance for Shieldhall Riverside and King George V Dock	3
Towage Guidance for Rothesay Dock (Tankers)	4
Towage Guidance for Rothesay Dock (Non-Tankers)	5
Towage Guidance for Greenock Ocean Terminal (ex. Cruise Ships).....	6
Towage Guidance for Greenock Ocean Terminal and Cruise Pontoon (Cruise Ships Only)	6
Towage Guidance for Garvel/Dales Dry Dock and James Watt Dock North Wall	7
Garvel Dry Dock Entering/Leaving Guidance Times	8
James Watt Dock (Dales Wall/North Wall)	8
Inchgreen Repair Quay Wall & Tank Cleaning Berth <i>The table below does not apply to "dead tows"</i>	9
Inchgreen Dry Dock.....	10
Towage Guidance for Holy Loch Berth (Sandbank)	10
Towage Guidance for Holy Loch Anchorages for Cruise Ships	10
Towage Guidance for Hunterston Jetty Outer.....	11
Towage Guidance for Hunterston Jetty Inner.....	12
Towage Guidance for Hunterston Construction Yard.....	12

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	
$\geq 200\text{m}$	Any	N	Avg. < 20 Gusts < 25	3 ASD	3 ASD	3 ASD	2 ASD	Min BP each Tug = 47t / at Pilot's discretion third ASD may be reduced to 27t BP for No Cant on departure. Berthing = HW RD - 1 Hour Sailing = HW RD - 3 Hours until HW	
	Any	Y							
$\geq 165\text{m} < 200\text{m}$	Any	N	Avg. < 20 Gusts < 25	3 ASD	3 ASD	3 ASD	2 ASD	Min BP each Tug = 47t / at Pilot's discretion third ASD may be reduced to 27t BP. Berthing = HW RD - 1 Hour Sailing = HW RD - 3 Hours until HW KGV BASIN Sailing loaded = HW RD - 1.5 Hours until -1 Hour	
		Y							
$\geq 140\text{m} < 165\text{m}$	$\geq 6.7\text{m}$	N	Avg. < 25 Gusts < 30	2 ASD	2 ASD	2 ASD	2 ASD	Min BP each Tug = 27t. Berthing = HW RD - 1 Hour (Pilot may extend window) Sailing = HW RD - 3 Hours until HW (Pilot may extend window) With on-deck cargo of wind components (blades/high windage) wind limits reduce to 15 kts gusting 20 kts	
	$< 6.7\text{m}$			2 ASD	1 ASD	2 ASD	1 ASD		
	$\geq 6.7\text{m}$	Y		1 ASD	1 ASD	1 ASD	1 ASD		
	$< 6.7\text{m}$								
$\geq 120\text{m} < 140\text{m}$	$\geq 6.7\text{m}$	N	Avg. < 25 Gusts < 30	2 tug	2 tug	2 tug	2 tug	Min BP each Tug = 27t. Berthing & Sailing = HW RD \pm 3 Hour (Pilot may extend window) With on-deck cargo of wind components (blades/high windage) wind limits reduce to 15 kts gusting 20 kts	
	$< 6.7\text{m}$			2 tug	1 tug	2 tug	1 tug		
	$\geq 6.7\text{m}$	Y		1 tug	1 tug	1 tug	-		
	$< 6.7\text{m}$								
$\geq 105\text{m} < 120\text{m}$	$\geq 6.7\text{m}$	N	Avg. < 25 Gusts < 30	2 tug	2 tug	2 tug	2 tug	Min BP each Tug = 27 Berthing & Sailing = HW RD \pm 3 Hour (Pilot may extend window) With on-deck cargo of wind components (blades/high windage) wind limits reduce to 15 kts gusting 20 kts	
	$< 6.7\text{m}$			1 tug	1 tug	1 tug	1 tug		
	$\geq 6.7\text{m}$	Y		-	-	1 tug	-		
	$< 6.7\text{m}$								
$< 105\text{m}$	$\geq 6.7\text{m}$	N	Avg. < 25 Gusts < 30	1 tug	-	1 tug	-	Min BP each Tug = 27t Berthing/Sailing = <6.7m draught no restriction / if draught $\geq 6.7\text{m}$ may be tidal depending on tidal range for sufficient UKC / consult HoM/DMMO/Duty Marine Manager With on-deck cargo of wind components (blades/high windage) wind limits reduce to 20 kts gusting 25 kts	
	$< 6.7\text{m}$			-	-	-	-		
	$\geq 6.7\text{m}$	Y		-	-	-	-		
	$< 6.7\text{m}$								

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	
$\geq 135m \mid < 160m$	Any	N	Avg. < 20 Gusts < 25	1 x 47t ASD + 1 x 27t ASD	1 x 47t ASD + 1 x 27t ASD	1 x 47t ASD + 1 x 27t ASD	1 x 47t ASD + 1 x 27t ASD	Min BP ASD = 47t + 27t. By consultation with allocated pilot and Marine Manager, 2 x 27t ASD may be considered depending on vessel characteristics, weather and draught. Berthing = HW RD - 1 Hour Sailing = HW RD - 3 Hours until HW	
	Any	Y		1 x 47t ASD + 1 x 27t ASD	1 x 47t ASD	1 x 47t ASD + 1 x 27t ASD	1 x 47t ASD		
$\geq 120m \mid < 135m$	Any	N	Avg. < 20 Gusts < 25	2 x 27t ASD	If wind ≥ 16 kts/Gusts ≥ 21 kts, but ≤ 20 kts/ Gusts ≤ 25 kts, then one tug must be a 47t ASD. Berthing = HW RD - 1 Hour Sailing = HW RD - 3 Hours until HW				
	Any	Y		2 x 27t ASD	1 x 27t ASD	2 x 27t ASD	1 x 27t ASD		
$\geq 100m \mid < 120m$	Any	N	Avg. < 25 Gusts < 30	2 tug	2 tug	2 tug	2 tug	Min BP each Tug = 27t. Berthing = HW RD - 1 Hour Sailing = HW RD \pm 3 Hour	
	$\geq 6.7m$	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 RD \pm 3 Hour.	
	Any	Y		-	-	-	-		
INBOUND			Laden tankers are required to rendezvous with the escort tug prior to transiting the river past No1 Buoy.						
OUTBOUND			Any Tanker departing Fuel berth with Cargo remaining on-board will require an Escort Tug 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	
$\geq 120m$ $< 130m$	Any	N	Avg. < 30 Gusts < 35	2 tug	2 tug	2 tug	2 tug	Min BP each tug = 27t. Berthing = HW RD - 1 Hour Sailing = HW RD - 3 Hours until HW	
	Any	Y		2 tug	1 tug	2 tug	1 tug		
$\geq 100m$ $< 120m$	Any	N	Avg. < 30 Gusts < 35	2 tug	2 tug	2 tug	2 tug	Min BP each Tug = 27t Berthing = HW RD - 1 Hour Sailing = HW RD ± 3 Hour	
	$\geq 6.7m$	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 = 27t Berthing & Sailing = HW RD ± 3 Hour If wind > 25 knots then 1 tug compulsory	
	Any	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
$\geq 250\text{m} < 350\text{m}$	<12.0m	N	Avg. < 30	3 ASD	3 ASD	3 ASD	3 ASD	Min BP ASD = 47t
	<12.0m	Y		2 ASD	2 ASD	2 ASD	2 ASD	Wind > 25 knots + 1 tug in addition to table
$\geq 200\text{m} < 250\text{m}$	<12.0m	N	Avg. < 30	2 ASD	2 ASD	2 ASD	2 ASD	Min BP ASD = 47t / at Pilot's discretion one ASD may be reduced to 27t BP.
	<12.0m	Y						Wind > 25 knots + 1 tug in addition to table
$\geq 150\text{m} < 200\text{m}$	<12.0m	N	Avg. < 45	2 ASD	2 ASD	2 ASD	2 ASD	Min BP ASD = 47t / at Pilot's discretion one ASD may be reduced to 27t BP.
	<12.0m	Y		1 ASD	1 ASD	1 ASD	1 ASD	Wind > 20 knots + 1 tug in addition to table
<150m	<12.0m	N	Avg. < 45	1 tug	1 tug	1 tug	1 tug	Min BP each Tug = 27t
	<12.0m	Y		-	-	-	-	Wind > 20 knots + 1 tug in addition to table.

Berth operating limits – anything > 45 kts, vessel will not be worked.

Offshore wind > 30 knots steady may require standby ASD Tug(s) for vessels $\geq 165\text{m}$ (with Pilot if lines attached)

Offshore wind > 40 knots steady will require standby ASD Tug(s) for vessels $\geq 165\text{m}$ (with Pilot if lines attached)

Towage Guidance for Greenock Ocean Terminal and Cruise Pontoon (Cruise Ships Only)

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

Offshore wind > 30 knots steady and/or Met Office Yellow wind warning, may require standby ASD Tug(s) for vessels $\geq 165\text{m}$ (with Pilot if lines attached)

Offshore wind > 40 knots steady and/or Met Office Amber/Red warning will require standby ASD Tug(s) for vessels $\geq 165\text{m}$ (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
$\geq 120m \mid \leq 180m$ (and/or beam $>17m \mid \leq 20m$)	$\leq 4.0m$ without consultation	N	Avg. < 20 Gusts < 25	2 tugs	2 tugs	Min BP = 27t each tug.
		Y				Docking/undocking times – see table below for guidance.
		Dead Ship				
$\geq 120m \mid \leq 100m$ (and/or beam $>17m \mid \leq 20m$)	$\leq 4.0m$ without consultation	N	Avg. < 25 Gusts < 30	2 tugs	2 tugs	Min BP = 27t each tug. Docking/undocking times – see table below for guidance.
		Y		2 tugs	1 tug	Min BP = 27t each tug.
		Dead Ship		2 tugs	2 tugs	Ferries and vessels which are similarly manoeuvrable may be exempted from having a tug on request and in consultation with the Pilot.
$< 100m$ (and beam $\leq 17m$)	$\leq 4.0m$ without consultation	N	Avg. < 25 Gusts < 30	2 tugs	1 tug	Min BP = 27t 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	Dales Marine Services will advise on final timings.
> 2.0m	2 hours after LW Greenock	Dales Marine Services will advise on final timings.
> 2.5m	3 hours after LW Greenock	Dales Marine Services will advise on final timings.
> 3.0m	3 ½ hours after LW Greenock	Dales Marine Services will advise on final timings.
> 3.5m	3 hours before HW Greenock	Dales Marine Services will advise on final timings.
> 4.0m	2 hours before HW Greenock	Consultation required with Clyde Marine Managers/Pilots
> 4.5m ~ ≤ 4.7m	Within 1 hour of HW Greenock (Height of Tide dependant)	Consultation required with Clyde Marine Managers/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 Clyde Marine Managers will be required.

Inchgreen Repair Quay Wall & Tank Cleaning Berth

The table below does not apply to "dead tows"

Optimal time for manoeuvring in/out of Great Harbour entrance is HW -1hr Greenock.

Draughts >6.0m require Clyde Marine Managers consultation prior to booking/any commitment.

Length of vessel	Draught	B/T	Wind Limit (Knots)	Cant	No Cant	Notes
$\geq 160m$	$\leq 6.0m$ without consultation	N	Avg. < 25 Gusts < 30	3 ASD	3 ASD	Min BP ASD = 47t / at Pilot's discretion one ASD may be reduced to 27t BP.
		Y				Manoeuvring window in/out Great Harbour to coincide with HW -1hr Greenock.
$\geq 140m \mid < 160m$	$\leq 6.0m$ without consultation	N	Avg. < 25 Gusts < 30	2 tugs	2 tugs	Min BP = 27t each tug.
		Y		1 tug	1 tug	Manoeuvring window in/out Great Harbour to coincide with HW \pm 1hr Greenock.
$\geq 120m \mid < 140m$	$\leq 6.0m$ without consultation	N	Avg. < 25 Gusts < 30	2 tugs	1 tug	Min BP = 27t each tug. DP vessel and vessels with multiple thrusters do not require towage ?
		Y		1 tug	-	Manoeuvring window in/out Great Harbour to coincide with HW ± 2 hrs Greenock.
$\geq 75m \mid < 120m$	$\leq 6.0m$ without consultation	N	Avg. < 25 Gusts < 30	2 tugs	2 tug	Min BP = 27t each tug. DP vessel and vessels with multiple thrusters do not require towage ?
		Y		1 tug	=	75m-100m Manoeuvring window in/out Great Harbour HW ± 4 hrs Greenock. 100m-120m Manoeuvring window in/out Great Harbour HW ± 3 hrs Greenock.
< 75m	$\leq 6.0m$ without consultation	N	Avg. < 25 Gusts < 30	1 tug	1 tug	Min BP = 10t.
		Y		-	-	Can manoeuvre safely into Great Harbour at most states of the tide, should ideally avoid window \pm 2hrs LW Greenock on strong spring tides unless highly manoeuvrable vessel

Timings of tidal windows maybe extended following consultation with Clyde Marine Managers/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 dead tow form should be submitted with all the relevant information for assessment to be made by the Clyde Marine Manager 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 Clyde Marine Managers Peelports Clydeport 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	Refer to STNM 18/25 for draught/sailing restrictions
	Y		-	-	
<75m	N	Avg. < 30 Gusts < 35	1 tug	1 tug	
	Y		-	-	

All vessel Arrival and Departure Times (Noise): No Earlier Than 07:00 and No Later Than 22:00

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 Clyde Marine Manager for Cruise Liners with LOA >150m to be made 72 hours in advance of visit.

Towage Guidance for Hunterston Jetty Outer

Length of vessel	Draught	B/T	Wind Limit (Knots)	Arrival	Departure	Notes
≥230m	Any	N	Avg. < 30 Gusts < 45	3 ASD	3 ASD	Min BP each Tug = 47t, at Pilot's discretion one ASD may be reduced to 27t BP.
	Any	Y				Wind > 25 knots + 1 tug in addition to table
≥165m <230m	Any	N	Avg. < 30 Gusts < 45	3 ASD	3 ASD	Min BP each Tug = 47t, at Pilot's discretion third ASD may be reduced to 27t BP.
		Y		2 ASD*	2 ASD*	Wind > 25 knots + 1 tug in addition to table * May reduce to 1 ASD subject to Master/Pilot agreement
≥120m <165m	Any	N	Avg. < 30 Gusts < 45	2 ASD	2 ASD	Min BP each Tug = 27t
		Y		1 ASD	1 ASD*	Wind > 25 knots + 1 tug in addition to table * May reduce to 0 ASD subject to Master/Pilot agreement
<120m	Any	N	Avg. < 30 Gusts < 45	1 tug	1 tug	Min BP each Tug = 27t
		Y		-	-	

Berth operating limits – anything > 45 kts, vessel will not be worked.

Offshore wind > 35 knots steady may require standby ASD Tug(s) for vessels ≥165m (with Pilot if lines attached)

Offshore wind > 45 knots steady will require standby ASD Tug(s) for vessels ≥165m (with Pilot if lines attached)

Towage Guidance for Hunterston Jetty Inner

Length of vessel	Draught	B/T	Wind Limit (Knots)	Arrival	Departure	Notes
≥230m	Any	N	Avg. < 30 Gusts < 45	4 ASD	3 ASD	Min BP each Tug = 47t , at Pilot's discretion one ASD may be reduced to 27t BP.
	Any	Y				
≥165m <230m	Any	N	Avg. < 30 Gusts < 45	3 ASD	3 ASD	Min BP each Tug = 47t, at Pilot's discretion one ASD may be reduced to 27t BP
		Y		3 ASD*	3 ASD*	Wind > 25 knots + 1 tug in addition to table * May reduce to 2/1 ASD subject to Master/Pilot agreement
≥120m <165m	Any	N	Avg. < 30 Gusts < 45	3 ASD	3 ASD	Min BP each Tug = 27t
		Y		2 ASD*	2 ASD*	Wind > 25 knots + 1 tug in addition to table * May reduce to 1/0 ASD subject to Master/Pilot agreement
<120m	Any	N	Avg. < 30 Gusts < 45	1 tug	1 tug	Min BP each Tug = 27t
		Y		-	-	Wind > 25 knots + 1 tug in addition to table * May reduce to 0 tugs subject to Master/Pilot agreement

Berth operating limits – anything > 45 kts, vessel will not be worked.

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 Clyde Marine Managers should be sought in advance of any bookings on Portlinks.

Towage Guidance for OPA STRIVEN

Summer Deadweight	B/T	Wind Limit (Knots)	Arrival	Arrival BP	Departure	Departure BP	Notes
$\geq 15,000 \mid \leq 40,000$	N	Avg ≤ 20 kts	2 tugs	Each 25t	2 tug	Each 25t	
	Y		2 tugs	Each 25t	2 tug	Each 25t	Fure Vanguard have exemption ordinarily for 1 tug only ??
<15,000	N	Avg ≤ 20 kts	1 tug	Each 25t	1 tug	Each 25t	
	Y		1 tug	Each 25t	1 tug	Each 25t	