



# THE PORT OF HEYSHAM



# TOWAGE GUIDELINES

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These guidelines have been jointly produced by Heysham Port Limited (The Competent Harbour Authority – CHA) and Fernleaf Ltd (The Pilot Service Company). The Port Marine Safety Code requires towage guidelines to be developed based on an objective assessment of safety and take account of the conditions normally prevailing in the port and the basic maneuvering characteristics of various vessels using it.

It is important to recognise that the advice given within these guidelines is based on the following:-

- A “standard vessel” with an air start engine having a maximum number of eight consecutive starts, with a normal spade rudder, no thrusters and a normal dead slow speed of 6.5 knots.
- A minimum bollard pull of 20 tonnes for each tug.
- Tugs must be capable of being made fast outside the harbour (generally before No.6 buoy) whilst vessels are making way through the water
- Vessels of the relevant length are operating up to the normal maximum permitted beam in the Harbour.

<b>Standard Vessel Length (meters)</b>	<b>No. Tugs</b>
<b>&lt; 95</b>	<b>1</b>
<b>95 – 120</b>	<b>2</b>

As a result the details above can be described under normal conditions as the lowest common denominator for standard vessels with respect to The Port of Heysham’s Towage requirements and is a baseline guide.

There is presently one tug available at Heysham Port with an insufficient bollard pull to assist in towing but may be used pushing to assist ro-ro vessels when swinging in the harbour. However if tug(s) are required for towing then they would have to be hired from another port.

It is however recognized that due to the considerable variations in vessel size, shape, condition and degree of maneuvering capability the recommended number of tugs stated may be in excess of what is the safe minimum number of tugs for a particular vessel. As a consequence the master of any visiting ship may order from his Agent the recommended number of tugs as contained within this document or opt to consult with an authorised

Heysham Pilot where both marine professionals may agree to deviate from the recommendations contained within this document by use of their own professional judgment to set a safe and appropriate level of tug provision for a particular vessel. Likewise that tug provision may exceed the guidelines in exceptional circumstances, or when directed by the Harbour Master under his statutory powers.

Vessels of 95m to 120m other than standard vessels i.e. with bow thrusters, Becker type rudders and cp propellers may need one tug to assist inside the Harbour where circumstances may adversely affect the normal maneuverability of their vessel.

The Master of any highly maneuverable ro-ro ferry acting under a Pilotage Exemption Certificate should consider using the services of a tug when swinging in the harbour during periods of excessive wind or weather where such wind and weather may adversely affect the normal maneuverability of their vessel.

A consultation can be arranged by the master of any vessel through his agent to a Heysham Pilot, who will then contact the tugs allocated to give due consideration to the masters request. In assessing any variation from the Guidelines the following points will be taken into consideration namely:-

- The draught of the vessel.
- The minimum under keel clearance during the planned passage of the approach channel and harbour.
- Range of the tide on the date in question – Spring or Neap.
- Expected sea and swell conditions off the harbour entrance.
- The forecast weather conditions, including visibility.
- Maneuvering aids – Thrusters, size and number.
- Type of propulsion system – Controllable Pitch, Fixed Pitch, Water jet or Azipod.
- Type of Steering system – Single, twin or triple rudders, and whether high-lift or not.
- The windage area of the vessel.
- The Gross Tonnage in relation to the vessels principal dimensions.
- Unusual design of vessel.
- Any reported defects to the vessel
- Type of main Engine – Air start, Gas Turbine, Diesel Electric, Gearbox.
- Any harbour restrictions in force.