

FOWEY HARBOUR COMMISSIONERS



TOWAGE GUIDELINES

PORT OF FOWEY





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Towage Guidelines

To ensure that towage is carried out to an agreed standard, the following guidelines have been produced by Fowey Harbour Commissioners in consultation with Fowey Pilots Association, Tug Masters, Ships Agents and Imerys Ports. These are produced with safety in mind.

They are published for users' guidance, supporting the port operations manual and Harbour Masters Directions and Notices.

The Guidelines provide a safe working framework for the movement of larger vessels and disabled vessels using the port, or vessels as directed by the Harbour Master.

Because of length restrictions and on occasions because of draft or lack of manoeuvrability, FHC uses its powers to direct vessels to take tugs following risk assessments.

These guidelines are based on using the following towage assets

Morgawr	23.5 tonne	B.P
Tregeagle	15 tonne	B.P
Pendennick	14 tonne	B.P
Penleath	4 tonne	B.P

"Morgawr" is a Voith tractor with full Lloyds certification for coastal towage and maximum towage capabilities. The remaining assets are all conventional drive and steering and are best suited for straight tows and passive escort.

These vessels may be employed for moves dependant on type, tug availability and duty required.

Fowey is a narrow deep water port with 5 commercial berths. Modern vessels up to 95m LOA may turn around in Mixtow Reach if weather, tidal and port conditions permit. Due to the width in the river off the jetties and in particular

in this location, there is insufficient “turning room” for vessels in excess of this size to turn unassisted. They are therefore turned in the lower harbour and towed stern first to their berths.

Once inside the harbour, sheltered conditions prevail with the wind being funnelled north/south due to the high land immediately adjacent to the harbour. Strong tidal flows, especially on ebb tide and after heavy rain can be experienced.

Vessels with bow and stern thrusters in good working order, together with high lift schilling type rudders may be given exemptions from the use of some tug numbers set out in the guidelines. Weather conditions and other vessels in port may also affect the application of the guidelines. Tug support may be directed when the use of the supporting tug is at the Masters/Pilots discretion.

Due to the fast flowing nature of the river Fowey, which may reach speeds in excess of 1.5 kts on a spring ebb and the effects of fresh water, towage operations are necessarily carried out at slack water periods, bearing in mind draft requirements and depths of 6.5m below chart data in the harbour mouth.

Within the guidelines, various factors may be considered as to how tugs are used and how many and even if a movement should take place. These factors include;

Length and draft of vessel	Windage
State of vessel/equipment	State of tide
Vessel type	Weather
Manoeuvring room available	Berth required
Ships crew experience	

Length & draft of vessel

- Over 92m, no bow thrust, vessels on 5/6 jetties etc. tug to swing.
- Over 95m Mixtow reach clear no V/L No 5/6 exemption considered.
- Over 7.5m draft 1 tug min H W move.
- Over 102m bow thrust, 2 tugs in 1 tug out.
- Over 105m 2 tugs each way.

Depending on the state of the harbour with respect to vessels in port, berths used, state of tide and weather. Exemptions from towage requirements are given by the Harbour Master against risk assessments and advice to do so by the Pilot.

Manoeuvring room

Clear berths at Nos. 4, 5 & 6 giving more manoeuvring room may mean 1 tug use instead of 2.
Swing ground congestion may require 2 tugs.

<u>Windage</u>	Ships with large accommodation/cranes may require 2 tugs or 1 if under 92m.
<u>State of Tide</u>	Movements should be at slack water as a guideline 1-1 ¼ hrs. spring tide and either side HW or LW 2-2 ¼ hrs. neap tides.
<u>Ships Gear</u>	Without bow thrusters/dead ship/no anchors may require tug usage. Ships lines good condition.
<u>Berth Allocation</u>	Vessel going to and from No. 4 Jetty may be exempt tug and reduced use other movements. One in may be exempt use on departure from this berth.
<u>Ships Crew/Experience</u>	Fowey handles regular callers familiar with port operations which may mean less tug use may be considered.
<u>Special Circumstances</u>	Where the vessel has defects or there are special circumstances that may effect the safe berthing, unberthing and navigation of the vessel, special category arrangements may be brought in. These will be decided by the Harbour Master after consultation with Pilots, Ships Master, Agents and Berth Operators .

Limited Authorisation / PEC Holders

No ships using limited authorisation (PEC) Pilotage will be allowed to operate with tugs. Tugs requiring tugs services to berth on depart from the port will be required to use authorised pilots

Guidelines to Minimum Tug Requirements

Tug Masters and tug crews are very experienced and have undergone considerable training. A three crew roster covers a 24 hour/seven day cover operation. Crews interchange and are experienced on all vessels.

Pilots and Tug Masters carry out frequent accompanied movements and a close liaison and planning is carried out to ensure all operations are understood.

All towage operations are detailed on the passage plan, discussed and agreed with Masters before each operation.

Escorting vessels – as part of the towage operation, tugs may be used as in an escort mode. This will normally be in a passive role and may take two forms.

On Knock Out – after an active tow, tugs will escort the vessel to the harbour mouth or to the berth. Mechanical failure can occur in the early stages of ships engines manoeuvring or at critical stages adjacent to berths. Manoeuvring with small under-keel clearances may require tug assistance.

As Attendance Escort – when vessels, which are highly manoeuvrable but over tug size are escorted through the harbour or confined areas of the harbour. This operation will be agreed with Master of ship and noted in the tow log of the tug.

Towing in Fog – whilst tugs are equipped with radar, keeping a radar watch by the Master whilst towing may be impractical and unsafe. Should visibility be severely restricted by fog, towage operations will be suspended until conditions improve. The Harbour Master will give directions in consultation with the Pilots and Tug Master.

In the event that visibility reduces whilst a tow is under way, guidelines exist within the Port Operations Manual to ensure the safety of the vessel and tugs. This includes holding the vessel in safe positions anchorages until visibility improves.

Towage equipment – the “Morgawr” will either tow on tugs towing wire/pennant or ships ropes. For other towage units the normal practice is to tow on suitable ships ropes, the eye passed to the tug and rope made fast on bollard on the deck of the ship. This may include two ropes deployed together or from quarter/shoulder leads if there is no centre lead.

In some cases tugs will pass special light-weight modern tow ropes, particularly when there is a need for bridal tows.

Ships Crew/Experience – Fowey handles regular callers familiar with port operations which may mean reduced tug usage may be considered.

Towage Training – as part of routine training, Tug Masters and Pilots regularly accompany the other and discuss matters regarding towage.

From January 2008, due to a reduction in the tonnage handled in tug size vessels together with the normal practice not to charter very large vessels, towage coverage in the port will be covered by one tug. When two tugs are available, two tug operations may be provided for safety reasons.

Out of Port Towage - “Morgawr” provides towage outside of the Port of Fowey. Separate guidelines are drawn up for these operations.

