

# PORT OF FALMOUTH TOWAGE GUIDELINES

## INTRODUCTION

These guidelines have been jointly produced by Falmouth Harbour Commissioners, Falmouth Docks and Engineering Company and the Falmouth Pilots Partnership. The Guidelines are designed to be flexible and to represent a guideline minimum level of towage support applicable to each movement. Notwithstanding anything contained in these guidelines, the towage requirement for an individual vessel remains the prime responsibility of the Master after due consultation with the pilot and port authorities where applicable. They are not mandatory although the harbour authorities may, in certain circumstances, use their powers to direct vessels to take tugs as required to mitigate particular risks.

The guidelines are based on tugs with a minimum bollard pull of 18 Tonnes. Other tugs or work boats with lesser capabilities may be employed after due consideration and liaison between the Master, Pilot and Port Authorities.

Bow and Stern thrusters which are in good working order and producing a designed power output in proper proportion to the vessels size and draft may, in certain circumstances, be considered as equivalent to a tug. Hi-lift rudders and azimuth capable main propulsion may also be taken into account when considering a vessels manoeuvring capability.

The number of tugs required may be increased when unfavourable conditions exist or when the handling characteristics of the vessel are in doubt.

It is recognised that due to the considerable variations in vessel size, shape, condition and degree of capability, certain vessel movements may not be adequately covered by these guidelines. In these circumstances, the vessel will be defined as "Special Category Case" and an individual risk assessment of the planned movement undertaken. This is particularly pertinent when a damaged or disabled vessel is to be moved within the port.

It is to be noted that the guidelines exclude vessels proceeding to an anchorage, unless such vessel is identified as a Special Category Case.

## FACTORS TO BE TAKEN INTO ACCOUNT

These guidelines are based on the minimum tug requirements compiled for conventional vessels of varying length, taking into account the forces likely to be exerted by wind, current and wave action. In addition to this base line criteria, there are numerous other factors which need to be included in the overall assessment of tug support and these may permit the Guideline requirements to be increased or decreased. The list of such components is not exhaustive and includes:

Vessel draft	Vessel windage	Forecast weather	Predicted tide/current
Sea state	Tow line length	No.of docking crew	Vessel defects/damage
Assets available	Pilot experience	Tug Master experience	Risk mitigation
Destination Berth	Orientation on berth	Line boat availability	Prolonged lay up
Manoeuvring room available			

## SPECIAL CATEGORY MOVEMENTS

The need to move vessels with unusual configurations or that are suffering from defects or deficiencies affecting the overall manoeuvrability or berthing capability of the vessel shall be considered as a special category case. There may be other circumstances such as abnormal berthing arrangements or a reduction in available towage assets, which would also call for a more detailed assessment of a proposed shipping movement.

Details of a special category case risk assessment pro forma are found in appendix 1.

## **GUIDELINES TO MINIMUM TUG REQUIREMENTS**

### **All vessels (except laden tankers) to all berths including mooring buoys**

Vessel Length	Minimum Tug Requirement	Remarks
< 75m	0	Tug required if vessel has defects.
75m to 120m	1	Tugs may be increased/decreased subject to vessel manoeuvring characteristics.
120m to 170m	2	Tugs may be increased/decreased subject to vessel manoeuvring characteristics and swinging requirements.
170m to 220m	3	Tugs may be increased/decreased subject to vessel manoeuvring characteristics and swinging requirements
> 220m	⇒	Special Category Case.

### **All laden tankers to all berths**

Vessel Length	Minimum Tug Requirement	Remarks
<120m	1	Tugs may be increased/decreased subject to vessel manoeuvring characteristics.
120m to 180m	1	Minimum 1 Tug may be increased if circumstances dictate.
> 180m	⇒	Special Category Case.

### **All vessels for docking and undocking**

Vessel Length	Minimum Tug Requirement	Remarks
< 50m	0	Tug required only if vessel has defects. Pilot required if tug used.
50m to 75m	1	Tugs may be increased/decreased subject to vessel manoeuvring characteristics.
75m to 120m	1	Tugs may be increased/decreased subject to vessel manoeuvring characteristics.
120m to 170m	2	Tugs may be increased/decreased subject to vessel manoeuvring characteristics.
170m to 220m	3	Tugs may be increased/decreased subject to vessel manoeuvring characteristics.
> 220m	⇒	Special Category Case.

**Vessels bound for Cross Roads Buoy**

(Note the need for line boats and buoy jumpers)

Vessel Length	Minimum Tug Requirement	Remarks
< 75m	N/A	Tug required if vessel has defects.
75m to 120m	1	Tugs may be increased/decreased subject to vessel manoeuvring characteristics.
120m to 186m	2	Tugs may be increased/decreased subject to vessel manoeuvring characteristics.
> 186m	⇒	Special Category Case.

## APPENDIX1

### Special Category Case

Risk Assessment pro forma:

*TO BE COMPILED*