

8. Harbour Towing & Support Vessel Procedures

Tugs are an aid to safe and efficient manoeuvring of ships in confined waterways. The requirements of this section outline the minimum number of tugs that are required to be in attendance when berthing or unberthing a ship. In special circumstances the agent may apply to the Regional Harbour Master for a reduction in the tug allocation. Such requests will be considered after due consultation with [Poseidon Sea Pilots](#).

Pilots and masters are to assess the requirement for additional tugs on a case-by-case basis. Masters and their agents are requested to monitor the prevailing weather conditions and forecast, to ensure the initial tug allocation remains sufficient. Additional tugs should be ordered in good time.

For the purposes of these conditions, flood tides and ebb tides are determined from the 'Maritime Safety Queensland Tidal Predictions – Brisbane River Current Meter – Hourly Tidal Stream Velocity,' with an appropriate allowance made for location.

8.1 Tug booking

Initial tug booking should preferably be made via the QSHIPS programme – refer to [3.7 Booking a vessel movement](#). Updates to vessel movements should be made either via the QSHIPS programme or by direct contact with the tug company.

8.2 Tug Allocation – General Requirements

Based on the assigned tug(s) being ASD or Z-peller, the following is the general requirements in favourable conditions (refer to 5.11) for tug allocation

- General guide - tug bollard pull required (T) = displacement ÷ 1000;
- Where two tugs are required, they are to have similar bollard pull to ensure balanced manoeuvring;
- Safe working load (SWL) of a ship's deck towing fittings is to be consistent with the power of the allocated tugs;
- Ships < 105 metres LOA – as required;
- Ships 105 metres to 150 metres LOA – one tug;
- Ships >150 metres LOA – two tugs;
- Ships >300 metres LOA – three tugs to swing;
- All car carriers – two tugs, irrespective of LOA;
- STS transfers at anchorage – minimum of one tug for all ships, irrespective of LOA;
- Ships with unusual manoeuvring characteristics and / or fitted with advanced manoeuvring systems, such as vessels fitted with azimuth thruster, will be assessed on a case-by-case basis; and
- Tug requirements are based on the vessel stemming the current when berthing and departing; manoeuvring with a contrary current may require the use of an additional tug.

8.3 Substitution of a tug with a bow thruster

In favourable conditions (refer 5.11) a tug may be substituted by an efficient thruster, except in the following circumstances:

- Ships with a displacement of greater than 80 000 tonnes;
- Ships swinging with a draft greater than 12·0 metres or an LOA greater than 280 metres;
- Ships with a draft greater than 11·0 metres or an LOA greater than 230 metres, if the effective power of the thrusters are <1100kw (1500hp);
- Ships with a LOA greater than 200 metres fitted with both bow and stern thrusters (irrespective of their rating) usually require one tug to swing;
- Ships berthed at Cement Australia berth when departing with a contrary current;
- Ships berthing and unberthing at Wagner terminal with a draft greater than 9m; and
- Ships berthing and unberthing upstream of the Gateway Bridge.

8.4 Escort harbour towage

At times there may be a requirement for vessels to be escorted to their berth through the Entrance Channel upstream. This is due to the narrow channel which sits perpendicular to the dominate winds experienced in Moreton Bay combined with high windage vessels.

If a vessel is considered high risk due to the nature of its operation, cargo or is defective, then this may be extended to the Fairway. This will be risk assessed with specific requirements provided by the Regional Harbour Master.

8.4.1 +300 metre LOA Container Ships

- The above-mentioned vessels are to be escorted by two similar azimuth tugs (over 62t bollard pull) tugs between the berth to the Entrance Beacons on arrival and departure; and
- Tugs are to be configured based on the pilot's assessment of the prevailing conditions.

8.4.2 Movements above Pelican Banks

- Assigned tugs for arrival movements above Pelican Banks are to rendezvous at Luggage Point with the inbound vessel;
- Assigned tugs for departure movements above Pelican Banks are to remain with the vessel until the Fisherman Island Swing Basin; and
- Assigned tugs for removal movements above Pelican Banks are to remain with the vessel at all times between the berth and the Fisherman Island Swing Basin.

8.4.3 Movements above Sir Leo Hielscher (Gateway) Bridge

- Assigned tugs to escort as above for Pelican Banks; and
- 1 tug, centre lead aft where possible, to be made fast between QBT and Pinkenba Swing Basin for transit under Sir Leo Hielscher (Gateway) Bridge for vessel greater than 105m LOA.

8.5 Lines Launch Requirements

All ships usually require a lines launch for arrival, unless the master and pilot agree otherwise

8.6 Push up tug for Ampol Products

Vessels berthed at AMPR with a beam of $\geq 30\text{m}$ or greater are to have a standby tug pushing up for all passing vessels also with a beam of $\geq 30\text{m}$ or greater and a draft greater than $>8.0\text{m}$. Tugs used as a push up tug alongside vessels at Ampol Products are to be separate to tug on passing vessel.

8.7 Emergency communication – jammed radio

The adopted emergency signal to alert a pilot, ship, tug or wharf of a jammed VHF radio is one prolonged blast on a ship's or tug's horn or whistle made by a ship or tug; all parties will change to VHF channel 16.

8.8 Tug companies

Svitzer Australia

Address: 20 Howard Smith Drive, Whyte Island, Queensland 4174

Postal address: PO Box 555, Wynnum, Queensland, 4178

Telephone: 1800 453 938 or (07) 3895 1022

Operations email: sthqld.controllers@svitzer.com

	Bollard pull	hp	Steering system
Clontarf	62 tonne	4894	Z peller
Colmslie	68 tonne	5600	Z peller
Newstead	68 tonne	5600	Z peller
Beltana	62 tonne	4827	Z peller
Murrumbidgee	69 tonne	5600	Z peller

Table 16 – Svitzer Tugs

Smit Lamnalco Towage

Address: Gate B51, Unit 5, 11-13 Friendship Road, Port Botany, NSW 2036

Postal address: PO Box 733, Botany, NSW 1455

Telephone: 02 9695 0700 or 0466 793 699

Email: sltowageinfo@smitlamnalco.com

Bhagwan Marine (Telephone (07) 3907 3111) and **Pacific Towage Group** (Telephone (07) 3383 6660) have fleets of smaller tugs that are able to provide harbour towage services for small vessels and barges.

Note – check directly with the relevant tug company for the latest accurate information about tug capability.

8.9 Lines launch services

Lines launch services are provided by:

Brisbane Port Launches	Telephone	(07) 3348 6255
Bhagwan Marine	Telephone	(07) 3907 3111
Southern Cross Port Services	Telephone	1300 790 673
AUSPORT Marine	Telephone	0425 445 675

8.10 Pilot launch services

Poseidon Sea Pilots operate pilot launch services from Mooloolaba, Scarborough (by exception), and Pinkenba.

Poseidon Sea Pilots

Address: 655 MacArthur Avenue Central, Pinkenba QLD 4008
Telephone: +61 7 3633 4186
Email: psp-operations@poseidonpilots.com.au