

9. Tug procedures

9.1 Tug information

Tugs are an aid to the safe and efficient maneuvering of ships in confined waterways.

Towage services are provided by Svitzer; their North Queensland operations office is based in Brisbane and is manned 24 hours a day, seven days a week. There are two tugs available for towage stationed at Mourilyan.

Company profile: Svitzer Australia provides tugs to vessels at Mourilyan

Phone: 1300 622 377

Operations email: aunthqld.operations@svitzer.com

Website: <http://www.svitzer.com/Frontpage>

9.1.1 Notification of tugs

Generally the vessel's agent will requisition tug services. Updates to tug and lines launch bookings can be made phoning 1300 662 377 (24 hours). Changes within 24 hours of the movement start time must be made by phone.

In some adverse conditions, the Regional Harbour Master, ship's master or pilot may require additional tugs to the minimum requirements listed in this section.

9.1.2 Tug requirements

All ocean-going ships 130m LOA or greater will require two tugs for berthing and two tugs for departure.

A vessel with a suitable bow thruster will be considered for a tug reduction on request as per the current process for ships 130m to 160m.

Ships between 100m and 130m LOA will require one tug for berthing and one tug for departure. No tug reduction will be considered.

Should a current meter be installed at Mourilyan in the future then this will be reviewed again

Table 11 Svitzer Tugs

Tug	H.P.	Bollard pull	Type	Fire Fighting
Gabo	3600	46	Z-pellor	Water cannon
Woonna	3600	46	Z-pellor	Class B support ship

9.1.3 Lines launches

The pilot vessel is used to assist with running stern lines.

9.1.4 Part Loaded Tankers

Partly loaded tankers of between 100 and 160 meters LOA and fitted with an operational bow thruster will be subject to the following towage requirements

Arrivals

Vessel in ballasted condition – 1 tug

Vessel in part loaded condition – 2 tugs

Vessel in loaded condition – 2 tugs

Departures

Vessel in loaded condition – 1 tug

Vessels with tide astern will require additional towage or as determined by the Regional Harbour Master – Cairns.

9.1.5 Request for Tug Reduction

A ships' Master may consider it appropriate to seek a reduction in the number of tugs required for a movement. Master of the ship must submit a request to the Regional Harbour Master utilising the appropriate form for each movement.

Each request must address each of the following criteria:

- Ship's name and IMO;
- Berth and side too;
- Capacity of bow thruster;
- Condition of the bow thruster;
- Defects/restrictions with navigational and mooring equipment, steering gear and engines including auxiliary engines);
- Draft Forward and Aft;
- Displacement; and
- Declaration from Master stating he has assessed the intended manoeuvre and is satisfied with the request.

The appropriate form for requesting a tug reduction is found in the Appendix of this document.

This form is to be submitted to Cairns VTS via email.

9.1.6 Bow and stern thrusters

A bow or stern thruster of sufficient power may count as one tug. The thruster is to be in working order and effective. An application is to be made to the RHM via VTS for a tug reduction. Vessel on a maiden arrival to the port will not be subject to a reduction of tugs. This is not applicable to passenger ships.