

## 9. Tug procedures

### 9.1 General

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

An arriving ship will be leant sandbagged weights for installing on any heaving lines to be thrown to tugs. These sandbagged weights **MUST** be used when taking tug lines. If the sandbagged weights are not used the tug Master may pull away from the ships side until such time they are satisfied the sandbagged weights have been installed.

#### 9.1.1 Tug companies

RivTow Marine Queensland (Hay Point Services Terminal)	
Company Profile:	RivTow Marine Queensland provides tugs and lines launch services to vessels at Hay Point Services Terminal
Address	Half Tide Tug Harbour, The Esplanade, Hay Point, Qld 4740
Phone:	+61 0438 185 698
Email:	<a href="mailto:hpschedule@rivtowmarine.com.au">hpschedule@rivtowmarine.com.au</a>
Website	<a href="http://rivtowmarine.com.au">rivtowmarine.com.au</a>

Table 20 RivTow Marine Queensland Contact Details

Daltug Pty Ltd (Dalrymple Bay Terminal)	
Company profile:	Daltug Pty Ltd operates the tugs and the lines launch services to vessels at Dalrymple Bay Coal Terminal
Address:	PO Box 5705, MACKAY QLD 4740
Phone:	+61 7 4956 3411
Email	<a href="mailto:daltug@daltug.com.au">daltug@daltug.com.au</a>

Table 21 Daltug Contact Details

#### 9.1.2 Notification of tugs

Tug services should be requisitioned via the QSHIPS programme when booking the movement of a vessel ([3.4.1 Booking a vessel movement](#)). In some instances, the RHM, ship's master or pilot may require additional tugs to the minimum requirements listed in this section. Amendments to bookings should be made by telephone to VTS Hay Point.

#### 9.1.3 Communicating with tugs

Daltug (DBCT) tugs use VHF channel 12 for call up and communicating with ships during berthing operations. Rivtow (BMA) tugs use VHF channel 08.

## 9.2 Towage Requirements

Movements will utilise a minimum of two tugs unless mentioned below.

## 9.2.1 Strong wind warning and engagement of the third tug

During a Strong Wind Warning (SWW) issued by the Bureau of Meteorology (BOM) or if the average wind speed is 26 knots or greater the following vessels will require a third tug:

- Arrivals, departures and removals where the vessel is greater than 270m in length.
- Arrivals with trim greater than 2.5m
- Arrivals with propeller less than 100% immersed.

If the SWW is cancelled and the 10-minute average wind speed is below 26 knots VTS will stand down the 3<sup>rd</sup> tug.

## 9.2.2 Supported Towage

For all Channel and Paddock departures, at least two tugs will remain in a supported towage capacity either tethered or untethered in accordance with agreed pilotage manoeuvring plan with the vessel. In both cases the tugs will remain until released by the pilot once the vessel has established its course and speed after completing the turn and in the case of the channel not before a line between the Virtual Nav Aids 7 and 8. A speed limit of 5 knots will also apply within the apron.

## 9.3 Half Tide tug harbour

The Half Tide tug harbour entrance is situated approximately 1.38 nm bearing 216° from the southern end of Hay Point No.3 berth. The harbour provides shelter for the six tugs and two lines launches which provide services for the ships utilising the Hay Point berths. Navigations aids are provided to guide vessels into and out from the tug harbour. The area within the navigation beacons and the rock wall is a security area and no unauthorised vessels may enter this area at all security levels.

A boat ramp is positioned in the southwest corner of the Harbour and there is an area available for small vessels to anchor outside the security area. [16.6 Hay Point Tug Harbour.](#)

Design depths for the swing basin and tug berths are: Swing Basin 5.6m, Tug Berths 6.1m.