

## 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 messengers to be lowered 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>
Tug types	Refer <a href="#">16.18</a> for tug specifications

Table 22 - 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>
Tug types	Refer <a href="#">16.19</a> for tug specifications

Table 23 - 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 ([3.6 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.

### 9.1.4 Tug Requirements

All movements will utilise a minimum of two tugs.

## 9.2 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 south west corner of the Harbour and there is an area available for small vessels to anchor outside the security area. [16.9 Hay Point Tug Harbour](#)

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

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

### 9.3.1 Scheduling of third tug

This rule is to apply to all departure ships greater than 270m in length. (This is all level 1 unrestricted pilot area endorsement ships).

VTS will allocate a third tug in QSHIPS when a movement is at "Scheduled" status on QSHIPS and there is a Strong Wind Warning (SWW) issued by the BOM for the forecast area, or the average wind speed is 26kts or greater. VTS is to email the agent, allocated and duty pilot, towage provider, and terminal of the third tug allocation.

### 9.3.2 Cancellation of third tug

Reduction to 2 tugs may be considered if the following conditions are met:

- a) When the SWW is **cancelled** and the wind is consistently below 26kts, VTS will stand down the third tug when there has been at least three consecutive significant wave height readings below the following values:
  - All berths PST departure (except HP1): Significant Wave height 1.5m
  - HP1 SST Departure: Significant Wave height 1.8m

- All berths SST departure (except HP1): Significant Wave height 2.0m
- b) When the SWW **remains in place**, the allocated pilot is to assess suitability prior to the scheduled departure time and advise VTS if the third tug can be cancelled, at least 2 hours prior to give VTS time to implement the cancellation.

### 9.3.3 Contingency

The third tug will not be removed from critical departures, this being vessels unable to maintain sufficient under keel clearance in the berth pocket over the next low water.

Four tugs are always available within the port and should the requirement arise to reinstate the third tug at short notice VTS will prioritise movements within the port to provide 'emergency towage' (third tug) to the departing vessel. VTSOs will prioritise departures based on tidal windows over all other movements.