PORT OF TYNE

TOWAGE GUIDELINES

portoftyne.co.uk

AMENDMENT RECORD				
Section	**Revision**	**Date**	**Comments**	**Approved**
All	2.A	01 Nov 2022	New issue of MSMS – Format and branding changed pre re-publication.	DB
All	2.B	20 Nov 2023	Annual review, some reformatting, TBT changed to TCEP, addition of shifting guidelines for TCT/ITP, table of contents added.	DB

TABLE OF CONTENTS

INTRODUCTION

These guidelines have been produced to make river users aware of the requirements and procedures surrounding towage operations at the Port of Tyne.

The Statutory Harbour Authority (SHA) complying with the requirements of the Port Marine Safety Code (PMSC) has identified towage as a mitigating factor to reduce the risk of certain shipping operations.

For the purposes of these guidelines, it is assumed that all the vessel's manoeuvring equipment is operational and effective and where this equipment is inadequate or defective additional towage may be applied.

There will be circumstances and conditions that may require operations to be conducted outside of these guidelines but will generally only occur after consultation with all relevant parties, and with the approval of the Harbour Master or Deputy Harbour Master. In any event the Harbour Master and authorised deputies and assistants retain the power to amend or override these guidelines at any time.

1.0 TUG ALLOCATION

1.1 PURPOSE/SCOPE

The purpose of this section is to provide Masters, Agents and Operators with towage information for vessels visiting the following berths within the Port of Tyne.

The parameters tabulated below are based on reasonably 'standard' vessels operating in fair to moderate weather conditions.

Factors which should be taken into account and which may indicate greater or lesser requirements include, but are not limited to:

- Weather and tidal conditions prevailing and/or expected
- Power and efficacy of main propulsion equipment
- Power and efficacy of ancillary propulsion equipment (bow/stern thrusters)
- Presence of High Lift Rudder Systems
- Status and reliability of main and ancillary propulsion units
- Master's or Company requirements regarding minimum tugs to be engaged
- Detailed knowledge of handling gained from experience by either Master or Pilot
- Condition of vessel including, but not limited to, windage, draft and under keel clearance
- Power and efficacy of tugs assigned
- Space available on the quay
- See notes regarding vessels operating at Shepherd Offshore berths
- Any other substantive reason

1.2 TYNE CAR TEMRINAL

TYNE CAR TERMINAL 1		
Typical vessel: 100m-230m LOA, single screw with bow thrust.		
Length (LOA)	**Number of Tugs Routinely Assigned**	
	Arriving	**Departing**
<125m	0	0
125m – 150m	1	1
150m – 230m	3	2

TYNE CAR TERMINAL 2		
Typical vessel: 85m-160m LOA, single screw with bow thrust.		
Length (LOA)	**Number of Tugs Routinely Assigned**	
	Arriving	**Departing**
<100m	0	0
100m – 125m	1	1
>125m	2	2

TYNE CAR TERMINAL 3
No specific guidance.

INTERNAL SHIFTING BETWEEN TCT AND IPT (WHP/RORO3)
3 Tugs required if vessel is greater than 150m LOA.

1.3 RIVERSIDE QUAY (RSQ) TYNE CLEAN ENERGY PARK (TCEP)

RSQ, RSQ EAST & TCEP

Typical vessel: 50m-250m LOA, single screw, no bow thrust, slack water berthing[1]

Length (LOA)	Number of Tugs Routinely Assigned			
	Arriving		Sailing	
	Loaded	Ballast	Loaded	Ballast
<120m	0[2]	0	0[2]	0
120m – 150m	1[3]	1	1[3]	1
150m – 200m	2[4]	2	2[4]	2
>200m	3	2	3	2

[1] Slack water is regarded as the time around HW / LW +/- approx. 1h when tidal flow is reduced
[2] If vessel is swinging loaded, one tug may be required depending on arrival/sailing time
[3] If vessel is swinging loaded, two tugs may be required depending on arrival/sailing time
[4] If vessel is over 11.5m maximum draft, then 3 tugs may be required

1.4 INTERNATIONAL PASSENGER TERMINAL (IPT)

NORTHUMBRIAN QUAY

CONVENTIONAL VESSELS

No specific guidance.

CRUISE VESSELS

To be assessed on each occasion, Cruise vessels >300m LOA need approval from HM.

CAR CARRIERS

Typical vessel: 100m-230m LOA, single screw with bow thrust.

Length (LOA)	Number of Tugs Routinely Assigned	
	Arriving	Departing
<100m – 150M	1	1
>150m	2	2

RORO 3
No specific guidance.

RORO 4
No specific guidance.

WHITEHILL POINT (WHP)		
CONVENTIONAL VESSELS		
Typical vessel: 50m-215m LOA, single screw, no bow thrust, slack water berthing.		
CRUISE VESSELS		
Maximum vessel size 215m LOA to be assessed on each occasion.		
CAR CARRIERS		
Typical vessel: 100m-215m LOA, single screw with bow thrust.		
Length (LOA)	**Number of Tugs Routinely Assigned**	
	Arriving	**Departing**
<100m – 150M	1	1
>150m	2	2

1.5 SHEPHERD OFFSHORE

OFFSHORE TECHNOLOGY PARK (OTP) & NEPTUNE ENERGY PARK (NEP)		
Typical vessel: 50m-250m LOA, single screw, no bow thrust, slack water berthing[1]		
Length (LOA)	**Number of Tugs Routinely Assigned**	
	Arriving	**Sailing**
<120m	0[1]	0[1]
120m – 150m	1[2]	1[2]
150m – 200m	1[3]	1[3]

[1] May require a tug to swing and on spring tides at half ebb/flood if berthing/departing stern to tide
[2] Tug required when vessel has to back up or down river, or berth/depart stern to tide
[3] May not require any tugs if berthing/departing head to tide, may require two tugs on spring tides

1.6 A&P HEBBURN

DRY DOCK
The use of propulsion of any kind is not permitted within the dry dock at A&P. The Harbour Master has directed that a minimum of 1 tug will be assigned to all vessels prior to entry and upon departure therefrom.

The final decision on the number of tugs to be used will rest with the Master of the vessel, in consultation, where appropriate, with the Pilot and/or Harbour Master who will take into account the particular exceptional circumstances, including the prevailing weather and tidal conditions.

In cases where the Master rejects the recommendations made by the Pilot or Harbour Master, the Harbour Master may subsequently impose the required number of tugs by Special Direction.

2.0 SPECIAL TRANSPORTATIONS

2.1 DEFINITIONS

A Special Transportation is defined as any vessel movement (inward, movement or outward) which requires additional planning other than that which would normally be expected for a routine vessel movement. This includes, but is not limited to:

- Barge movements or sail-aways, where the barge has been loaded with project cargo whilst alongside.
- Dead ship tows
- Vessels with an air draft greater than 70m
- Vessels with a beam of greater than 50m
- Vessels requiring 4 or more tugs
- Vessels having undergone substantial alteration or modification, structural or otherwise, which may affect the stability, watertight integrity or manoeuvring characteristics

If there is any uncertainty whether a movement is a Special Transportation, guidance should be sought from the Harbour Master.

2.2 DECLARATION

A written declaration should be provided by the Master of the vessel to allow an assessment to be made in advance of the movement including that of towage requirements. To allow adequate time for review this declaration should be made a minimum of 2 working days in advance of the scheduled movement. Such declaration should contain any information the Harbour Master may request but, as a minimum, should contain the following:

- Name of the Master/ Barge-Master/Tow-Master
- Draft
- Stability
- Air Draft
- ETA/ETD

2.3 MANNING

All Special Transportations must be provided with a manning level adequate for the proposed operation. Port of Tyne do not specify competence requirements for 3rd party individuals, however it may on occasion be necessary to confirm the competence, knowledge and experience of non-Port of Tyne personnel involved in the activity, specifically the Tow-master/Barge-master, to ensure ability to provide individual or 'bridge team' support to the Pilot in conduct of the navigation as well as to ensure adequate and appropriate response to incident, adequate knowledge of applicable regulations and their ability to adequately supervise the other vessel crew / riggers in safely carrying out the required operation.

2.4 APPROVAL

Following receipt of the Declaration the information shall be reviewed to ensure the required criteria for the movement have been met. Approval for the movement shall then be passed to the originator of the Declaration. Approval in no way implies that a Special Transportation is safe to proceed and is no guarantee of seaworthiness. It is an acknowledgement that the

information has been received, and a recognition that the declared information is within acceptable parameters for operations within the Harbour Authority limits.

2.5 BARGE MOVEMENTS & DEAD SHIP TOWS

Guidance on towage requirements for barges and dead ship towage will be given at the planning stage of such movements and will consider all aspects affecting the same.

Factors which will be taken into account when planning barge movements include but are not limited to:-

- Manoeuvrability of the sea tug
- Draft of the sea tug and proximity to shallow water in the vicinity of the berth.
- Location of manoeuvre if applicable.
- Redundancy requirements

BARGES		
Typical vessel: 50m-120m LOA, 20m-50m beam,		
Number of Tugs Routinely Assigned		
Arriving	Moving	Sailing
3[1]	3[1]	3[1]

[1]One of the three tugs can be a deep-sea tug.

- Barges can generally be handled at all states of tide. However, slack water operations are preferred and this may allow for a reduction in number of tugs
- These requirements are based on harbour tugs working with a single-line tow. If different towing methods are used a reduction in tug numbers may be possible.
- This guidance applies to loaded and ballast conditions.

3.0 TOWAGE COMPANIES

There are two towage companies licensed for towage within the Port of Tyne, Svitzer and SMS Towage. These tugs should be booked via the vessels Agent.

4.0 NON-ROUTINE TOWAGE

Port of Tyne General Byelaw 42(2) prevents any person from using a vessel for towage purposes within the port which is not registered in accordance with the provisions of the byelaws except to provide assistance by towing in an emergency and in that case shall, if practicable, notify the Harbour Master prior to rendering such assistance or arrange for him to be so notified by calling Tyne VTS on VHF Ch.12 or by telephone on 0191 257 2080.

The master of a vessel intending to engage in non-routine towage, as outlined above, will be expected to provide the following information upon contacting Tyne VTS.

- Own/towed vessel's name
- Number of persons on board own/towed vessel
- Reason for towage operation
- Intended destination
- Whether the towed vessel has the ability to anchor
- Whether the towed vessel is at risk of sinking

- Whether the operation presents a risk of pollution
- Whether control of the tow can be maintained throughout the intended passage.

Permission to enter and/or move within port limits will be granted or denied upon receipt and review of the above information as well as any additional information deemed necessary by the Port of Tyne Authority.

Tyne VTS must be informed immediately of any change to circumstances that formerly resulted in permission to engage in non-routine towage being granted.