

Minimum Towing Guidelines for Warrenpoint Harbour and Approaches

Mariners are advised of the following minimum Towing Requirements that are in operation within Warrenpoint Harbour and contained in Warrenpoint Harbour's Marine Safety Management System.

These Towing Guidelines are effective for average wind speeds up to 20kts. For wind speeds in excess of 20kts, Towing requirements will be assessed by the Ship's Master and Pilot and confirmed with the Harbour Master on behalf of the Harbour Authority.

These Minimum Towing guidelines have been jointly produced by Warrenpoint Harbour Authority and Carlingford Lough Pilots Ltd. The guidelines are designed to be flexible and to represent a guide to the minimum level of towing support applicable to each movement. Notwithstanding anything contained in these guidelines, the towing requirement for an individual vessel remains the prime responsibility of the Master after due consultation with the pilot and Harbour Master. These guidelines are not mandatory although the Harbour Authority may, in certain circumstances, use its power to direct vessels to take tugs as required, by assessment, to mitigate particular risks, this being particularly pertinent when a damaged or disabled vessel is to be moved within the port.

The guidelines are based on tugs with a **minimum bollard pull of 7 Tonnes**.

It is assumed that all the vessels manoeuvring equipment is operational and effective. Where this equipment is inadequate or defective additional towing may be applied

Bow and Stern thrusters if fitted are to be fully operational before being accepted as an alternative to a tug. Hi-lift rudders and azimuth capable main propulsion may also be taken into account when considering a vessels' manoeuvring capability, if these are fully operational.

The number of tugs required may be increased when unfavourable conditions exist or when the handling characteristics of the vessel are in doubt.

Cruise vessels and Specialised Ships will be individually risk assessed.

In assessing any variation from the guidelines, the following points will be taken into account;

- The draught of the vessel.
- The minimum under keel clearance during the planned passage.
- Range of the Tide on the date in question.
- Whether the berthing operation is going to take place on the flood or ebb of the tide.
- The forecast weather conditions, including visibility.
- Manoeuvring aids – Thrusters, size and number.
- Type of propulsion system – Controllable Pitch, Fixed Pitch, Water jet or Azipod.
- Type of Steering system – Single, twin or triple rudders, and whether high-lift or not.
- The windage area of the vessel.
- The Gross Registered Tonnage in relation to the vessels principal dimensions.
- Unusual design of vessel.
- Any reported defects to the vessel.

- Type of main Engine – Air start, Gas Turbine, Diesel Electric, Gearbox
- Any physical restrictions or reductions in available manoeuvring space in the approaches to the port or at the berths

There may be other circumstances such as abnormal berthing arrangements or a reduction in available towage assets, which would also call for a more detailed assessment of a proposed shipping movement.

NOTE:

The Master of a vessel retains the right to ask for towage in excess of these Guideline

All towage operations within Harbour Limits are subject to UK Standard Conditions for Towage and other services (revised 1986).

Vessel Length	Minimum Tugs	Additional Notes
< 86 m	0	Tug required if vessel has any defect affecting navigational safety.
86m to 115m Bow Thruster	0	Tug required if vessel has any defect affecting navigational safety.
86m to 115 m No Bow Thruster	1	Tugs may be increased or decreased depending on vessel manoeuvring characteristics, weather etc...
115m to 150m No Bow Thruster	2	Tugs may be increased or decreased depending on vessel manoeuvring characteristics, weather etc...
115m to 150m Bow Thruster	1	Tugs may be increased or decreased depending on vessel manoeuvring characteristics, weather etc...
115m to 150m Bow Thruster and Twin Screw fitted	0	Tugs may be increased or decreased depending on vessel manoeuvring characteristics, weather etc...
> 150m	Apply to WHA	Individual vessel assessment required

Training of Tug Crews

Carlingford Lough Pilots are the service providers for pilots for Warrenpoint Harbour Authority. They are also the owners of the tugs used for berthing and unberthing large vessels at Warrenpoint.

During these operations, the tug masters are all qualified seafarers and are, or have been, Carlingford Lough pilots. It follows, therefore, that the tug crews, also qualified seamen, are constantly under the guidance and instruction of the pilots.