

Section 9 Tug procedures

Tugs are an aid to safe and efficient manoeuvring of ships in confined waterways. The requirements of this section outline the minimum number of tugs that are required to be in attendance when berthing or unberthing a ship. In special circumstances the agent may apply to the Regional Harbour Master for a reduction in the tug allocation. Such requests will be considered after due consultation with Brisbane Marine Pilots.

Pilots and masters are to assess the requirement for additional tugs on a case by case basis. Masters and their agents are requested to monitor the prevailing weather conditions and forecast, to ensure the initial tug allocation remains sufficient. Additional tugs should be ordered in good time.

For the purposes of these conditions, flood tides and ebb tides are determined from the 'Maritime Safety Queensland Tidal Predictions – Brisbane River Current Meter – Hourly Tidal Stream Velocity', with an appropriate allowance made for location. ([Refer to Pilotage – tides and swinging times](#))

9.1 Tug booking

Initial tug booking should preferably be made via the QSHIPS programme – refer to [3.4 Booking a vessel movement](#). Updates to vessel movements should be made either via the QSHIPS programme or by direct contact with the tug company.

9.2 Tug Allocation – general requirements - arrival and departure

- general guide - tug bollard pull required (T) = displacement ÷ 1000
- Safe working load (SWL) of a ship's deck towage fittings is to be consistent with the power of the allocated tugs
- ships < 105 metres LOA – usually none
- ships 105 metres to 150 metres LOA – one tug
- ships >150 metres LOA – two tugs
- ships with a displacement of > 80 000 tonnes – minimum of two Z Peller tugs, primary tugs to be of a similar bollard pull, and the ship berthed stemming the tide
- all car carriers – two tugs, irrespective of LOA
- STS transfers at anchorage – minimum of one tug for all ships, irrespective of LOA
- ships >230 metres LOA proceeding upstream of Pelican Banks – two Z peller tugs may be required to be in attendance from/to Fisherman Islands swing basin
- ships with unusual manoeuvring characteristics and / or fitted with advanced manoeuvring systems will be assessed on a case by case basis
- tug requirements are based on the vessel stemming the current when berthing and departing; manoeuvring with a contrary current may require the use of an additional tug
- all ships usually require a lines launch for arrival, unless the master and pilot agree otherwise

9.2.1 Substitution of a tug with a bow thruster

In favourable conditions a tug may be substituted by an efficient thruster, except in the following circumstances:

- ships with a displacement of > 80 000 tonnes
- ships swinging with a draft of >12.0 metres or an LOA of >280 metres
- ships with a draft of >11.0 metres or an LOA of >230 metres, if the effective power of the thrusters are <1100kW (1500HP)

- ships with an LOA >200 metres fitted with both bow and stern thrusters (irrespective of their rating) usually require one tug to swing
- ships berthed at Cement Australia Berth when departing with a contrary current
- Forgacs Cairncross dry-dock - ships <85 metres LOA may substitute tug requirements with two lines launches or a thruster and one lines launch

9.2.2 Departure specific conditions

- Special consideration may be given to departures from the following berths, provided the ship is berthed head down on a flood tide, clear berth ahead and an onshore wind < 10 knots:
- Hamilton precinct berths (Hamilton 4 and Forgacs Cairncross Fit Out) – <185 metres LOA and draft <9 metres – one tug
- Pinkenba precinct berths (Pinkenba, INCN, Viva (Formerly Shell), GrainCorp Liquid (Formerly Pacific Terminals)) – <185 metres LOA, draft <9 metres – one tug
- GP Berth, FIC, FI Grain, Caltex FI, Fisherman Islands 1/2/3/4/5/6/7/8 and 9 – vessels <185 metres LOA and draft less than 11 metres – one tug

9.3 Emergency communication – jammed radio

The adopted emergency signal to alert a pilot, ship, tug or wharf of a jammed VHF radio is one prolonged blast on a ship's or tug's horn or whistle made by a ship or tug; all parties will change to channel 16.

9.4 Tug companies

Svitzer Australia – Brisbane

18, Howard Smith Drive, Whyte Island, Qld 4174

Postal address: PO Box 555, Wynnum, Queensland, 4178

Telephone: 1800 453 938 or (07) 3895 1022

Operations email: sthqld.controllers@svitzer.com

	Bollard pull	hp	Steering system
Clontarf	62 tonne	4894	Z peller
Svitzer Colmslie	68 tonne	5600	Z peller
Svitzer Newstead	68 tonne	5600	Z peller
Olivia	55 tonne	4840	Z peller

Table 16 – Svitzer Tugs

Smit Lamnalco Towage

18A, Howard Smith Drive, Whyte Island Queensland. 4174

Postal address: PO Box 8153 Wynnum North, Queensland, 4178

Telephone: (07) 3895 2677 or 0439 686008

Email: sltowagebrisbane@smitlamnalco.com

	Bollard pull	Hp	Steering system
SL Plenty	68 tonne	5632	Z peller
SL Murrumbidgee	68 tonne	5632	Z peller

Table 17 – Smit Lamnalco Tugs

Marine Diesel Traders (Telephone (07) 3390 4729) and **Pacific Towage Group** (Telephone (07) 3383 6660) have fleets of smaller tugs that are able to provide harbour towage services for small vessels and barges.

Note – check directly with the relevant tug company for the latest accurate information about tug capability.

9.5 **Lines launch services**

Lines launch services are provided by:

Brisbane Port Launches	Telephone	(07) 3348 6255
Marine Diesel Traders	Telephone	(07) 3390 4729
Southern Cross Port Services	Telephone	1300 790 673

9.6 **Pilot launch services**

Brisbane Marine Pilots operate pilot launch services from Mooloolaba and Whyte Island.

[Brisbane Marine Pilots](#)

PO Box 306, Albion Queensland, 4010

Telephone (07) 3862 2260

Facsimile (07) 3862 2240