

NOTICE TO MARINERS

No. 09.1 of 2020

TOWAGE

Towage is offered by two towage companies at Dublin Port.

Company	Dublin Port Company	Purple Water Towing Ltd
No. of Tugs	2	1
Tug Name	BEAUFORT: IMO 9558866 SHACKLETON: IMO 9558854	GIANO: IMO 9674610
Class	Bureau Veritas Tugboat	LR Escort Fi Fi 1 Azimuth tug
Built	2010	2015
Flag	Ireland	UK
Registry	Dublin	London
LOA	24.0m	25.75m
Beam	11.0m	13.0m
Max Draft	5.0m	5.4m
Built	2010	2015
Propulsion	2 x Voith Schneider	Double Ended Type-2 Schottel Fore & Aft
Bollard Pull	53t	60t over 360°
Photo		
Booking Details	VTS on VHF Channel 12, Call Sign: VTS Dublin or by telephone +353 1 8876070 Contact Shipping Desk (0930hrs -1630hrs) +353 1 8876033 or by e-mail shippingdesk@dublinport.ie	Web www.purpletowing.com Telephone (08:00hrs - 20.00hrs) +353 831191137 Master Giano Tug (24hrs) +353 873427718
Availability	24/7/365	24/7/365
Conditions	Dublin Port Company nor their servants or agents or tugs shall be liable to any person for loss or damage of any kind howsoever caused or arising as a result of negligence or otherwise or as a result of non-availability of the services.	When the GIANO is used towage will be provided under the UK Standard Towing Conditions 2018
Immediate Notice	One (1) Dublin Port Company harbour tug is on immediate notice to a vessel requiring assistance. The term immediate notice refers to a fifteen (15) minute readiness target within the river area.	
Charges	www.dublinport.ie/wp-content/uploads/2019/01/2019-Towage-Rates-1.0.pdf	Purple Water Towing Ltd's commercial Agent

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HEAVING LINES

Suitable heaving lines are to be used to transfer the tow line from the Tug. To prevent personal injury to Tug Crews receiving heaving lines, the 'monkey's fist' should be made with rope only and must not contain added weighting material. Safe alternatives include a small high-visibility soft pouch, filled with fast-draining pea shingle or similar, with a weight of not more than 0.5 kg. Under no circumstances is a line to be weighted by items such as shackles, bolts or nuts. Further guidance is contained in Ch26 section 26.3.5 in the 2015 edition of the Code of Safe Working Practices for Merchant Seafarers.

The use of non-compliant or dangerously weighted heaving lines will be reported to Port State Control

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(BT = Bowthruster)

All towage shall commence within the breakwaters.

Area & Berth	Vessel Details	Inward				Outward			
		No. of tugs with BT	Minimum Bollard Pull	No. of tugs without BT	Minimum Bollard Pull	No. of tugs with BT	Minimum Bollard Pull	No. of tugs without BT	Minimum Bollard Pull
Alexandra Basin West 29, 30, 31, 32, 33, 34	Bulk Vessels > 170m	2	100	2	100	2	100	2	100
	Bulk Vessels > 150m	1	50	2	100	1	50	2	100
	Bulk Vessels > 130m	-	-	1	50	-	-	1	50
	Bulk Vessels > 110m	-	-	-	-	-	-	-	-
	Bulk Vessels < 110m	-	-	-	-	-	-	-	-
	Container Vessels > 170m	2	100	2	100	2	100	2	100
	Container Vessels > 150m	1	50	2	100	1	50	2	100
	Container Vessels > 130m	-	-	1	50	-	-	1	50
	Container Vessels < 130m	-	-	-	-	-	-	-	-
	RORO Car Carrier > 150m	2	100	2	100	2	100	2	100
	RORO Car Carrier > 130m	1	50	2	100	1	50	2	100
	RORO Car Carrier < 130m	-	-	-	-	-	-	-	-
	Other Vessels > 150m	1	50	2	100	1	50	2	100
	Other Vessels < 150m	-	-	-	-	-	-	-	-
Alexandra Basin East 36, 37, 38, 39, 40	Container Vessels > 150m	1	50	2	100	1	50	2	100
	Container Vessels > 130m	-	-	1	50	-	-	1	50
	Container Vessels < 130m	-	-	-	-	-	-	-	-
	RORO Car Carrier > 150m	2	100	2	100	2	100	2	100
	RORO Car Carrier > 130m	1	50	2	100	1	50	2	100
	RORO Car Carrier < 130m	-	-	1	50	-	-	1	50
Oil Jetties OBL, OBL2, OBL3, OBL4	Oil Tanker > 170m	2	100	2	100	2	100	2	100
	Oil Tanker > 160m	1	50	2	100	1	50	2	100
	Oil Tanker > 140m	-	-	1	50	-	-	1	50
	Oil Tanker < 140m	-	-	-	-	-	-	-	-
DFT 50M, 50S	Container Vessels > 150m	1	50	2	100	1	50	2	100
	Container Vessels > 130m	-	-	1	50	-	-	1	50
	Container Vessels < 130m	-	-	-	-	-	-	-	-
DFT 50A	Container Vessels > 150m								
	Container Vessels > 130m								
	Container Vessels < 130m								
South Bank Quays 41, 42, 43, 44, 45	Container Vessels > 160m	1		2		2		2	
	Container Vessels > 130m	-		1		-		1	
	Container Vessels < 130m	-		-		-		-	
Deep Water Quay 46, 47	Bulk Vessels (Dry or liquid) > 170m	2	100	2	100	2	100	2	100
	Bulk Vessels (Dry or liquid) > 150m	1	50	2	100	2	100	2	100
	Bulk Vessels (Dry or liquid) > 130m	-	-	1	50	-	-	1	50
	Bulk Vessels (Dry or liquid) > 110m	-	-	-	-	-	-	-	-
	Bulk Vessels (Dry or liquid) < 110m	-	-	-	-	-	-	-	-

Notes;

In consultation with users and taking into account the applicable safety requirements of Dublin Port Company the minimum towage requirements are established and reviewed as required. The requirements are specified as being the minimum applicable towage requirements for a vessel in full working order operating in mean wind speeds up to 20kts. The requirements state the minimum towage for each berth/area, based on specific vessel dimensions and characteristics. It should be noted that these are minimum requirements and in no way prevent the Master of a vessel, or Harbour Master from increasing the number or size of tugs as deemed necessary. On occasions when a vessel has a defect, where a berth is fully utilised, where space between vessel is limited, where manoeuvring space is limited or when the weather conditions are above a mean speed of 20 knots the Harbour Master will apply increased towage requirements. The Harbour Master will consider vessel performance, weather and tide in applying the above guidelines to vessel movements. Vessels with bow thruster(s) may still be assigned tugs to ensure there is a prudent risk mitigation and manoeuvring capability afforded to the Master for the particular manoeuvre.

The matrix relates to cargo vessels.

- Large cruise liners will be dealt with on a case by case basis.

- The minimum towage requirements for RORO ferries are dealt with separately through an Operational Capability Tool (OCT) whereby ferry Masters declare the vessels capability without tugs, with one tug and with two tugs, to each of their allocated berths and in each wind direction. The Harbour Master in consultation with the relevant ferry company will approve or change the declarations prior to approving same. Ferry Masters are required to comply with the declarations and order towage in sufficient time to secure tug availability. Nothing in the above will preclude the Harbour Master from allocating specific tugs to any vessel that requires special attention based on vessel design, weather conditions/ tidal conditions expected or prevailing within the harbour.

Any Master wishing to appeal the above tug assignments due to the manoeuvring capabilities of his / her vessel must submit an application to the Harbour Master. Such a submission must include the pilot card containing full details of the vessels manoeuvring characteristics, a statement from the Master confirming that all manoeuvring systems are fully operational and available. A risk assessment for the proposed manoeuvre taking into account the manoeuvring characteristics, the weather forecast, predicted tide and any other relevant issues.

The Harbour Master's decision on tug assignments is final.

Harbour Master
Captain Michael McKenna
UPDATED 26 March 2020

Masters, Owners, Agents, Charterers, Marinas, Yacht Clubs and Recreational Boaters should ensure that the contents of this Notice are made known to the Persons in Charge of their vessels or craft.

All Notice To Mariners can be found on the Dublin Port Company website
www.dublinport.ie/information-centre/notice-to-mariners

