

# NOTICE TO MARINERS

## Towage

Towage is offered by two providers in Dublin Port.

Company	Dublin Port Company	Purple Water Towing Ltd
No. of Tugs	2	1
Tug Name	BEAUFORT: IMO 9558866	GIANO: IMO 9674610
Class	Bureau Veritas Tugboat	LR Escort Fi Fi 1 Azimuth tug
Built	2010	2015
LOA	24.0m	25.75m
Beam	11.0m	13.0m
Max Draft	5.0m	5.4m
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	Web Telephone (08:00hrs - 20.00hrs) +353 831191137 Master Giano Tug (24hrs) +353 830110056
Availability	24/7/365. Standard Notice of 2 hrs	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	Published in DPC's schedule of charges	via Purple Water Towing Ltd's agent.

**Captain Michael McKenna** | Harbour Master | 01 January 2026

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 notices to mariners can be found at [www.dublinport.ie/information-centre/notice-to-mariners/](http://www.dublinport.ie/information-centre/notice-to-mariners/)



**Dublin  
SafePort**

Enhancing  
safety culture  
and practice,  
port-wide.

## Temporary Tugs

Effective 12 December 2025 until further notice the following vessel will be providing cover while DPC tug SHACKLETON is sent to dry-dock:

Tug Name	CMS THUNDERER (IMO 9980928)		
Class	Bureau Veritas, I ✕ Hull, Escort Tug AUT UMS, IMO Tier 3, FiFi1		
LOA	22.8m		
Beam	12.03m		
Max Draft	5.7m		
Built	2024		
Propulsion	ASD		
Bollard Pull	71t ahead, 66t astern		
Photo			

## Communication

Communication with the tugs should be established early and must be in English, initially on VHF Channel 12 and moving to a working channel either 09 or 13 or 06.

The Master or Pilot should provide the Tug Master with a briefing of the intended manoeuvre; this briefing should include the positioning, lead and safe working load of the bits.

The following standard terminology should be used when communicating with the tugs:

IDENTIFICATION	Tugs should be referred to as Forward Tug or Aft Tug; the tugs names should not be used.
PUSH or PULL	PUSH - Tug to lie against the ships side and apply thrust. PULL - Tug to extend on a line and apply drag.
POWER	Expressed as a percentage (%) of the bollard pull.
DIRECTION	Expressed as a direction relevant to the ship; ahead, astern, port, starboard, abeam, on the quarter etc.
"SLACK LINE"	Tug holding station, keeping no weight on the line.
"TUGS WEIGHT"	Tug holding station in preparation to Push or Pull, this equates to approximately 10-15% of bollard pull.

i.e. "Aft Tug, Pull, 75%, on the port quarter"

In the event that a vessel or tug cannot raise or communicate via VHF they should sound morse "K" (— • —) on the ships whistle. On hearing this signal the vessel or tug should re-establish communication on VHF Channel 12.

## Leads

Care must be taken to ensure that lines are run through leads on board vessels that are correctly rated for towing operations; tugs operating in Dublin Port have a Bollard pull of between 45t and 60t.

## 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**

## Minimum Towage Requirements

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 type of vessel based on length overall.

Type of Vessel	LOA / DRAFT	Inward & Outward			
		No. of Tugs with BT	Minimum Bollard Pull	No. of Tugs without BT	Minimum Bollard Pull
<b>Bulk Vessels</b>	>160m	2	100	2	100
	>150m	1	50	2	100
	>130m			1	50
	>100m			1	50
	<100m				
<b>Container Vessels</b>	>160m	2	100	2	100
	>150m	1	50	2	100
	>130m			1	50
	>100m			1	50
	<100m				
<b>Ro/Ro Car Carriers</b>	>160m	2	100	2	100
	>150m	1	50	2	100
	>130m			1	50
	>100m			1	50
	<100m				
<b>Tankers</b>	>160m	2	100	2	100
	>150m	1	50	2	100
	>130m	1	50	2	50
	>100m			1	50
	<100m				
	Draft >7.5m regardless of LOA	1	50	2	100
<b>Gas Tankers</b>	>130m	2	100	2	100
	<130m	1	50	2	100
<b>Freight / Passenger Ferries</b>	All	Towage assessed by Operational Capability Tool			

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 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, draft, manoeuvrability, 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 HARBOUR MASTER'S DECISION ON TUG ASSIGNMENTS IS FINAL**

Notes;

1. The matrix relates to cargo vessels in full working order.
2. The matrix is for mean wind speeds of less than 20 knots.
3. Large cruise liners, project cargoes and other vessels will be dealt with on a case by case basis.
4. 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.

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

