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| Text  Description automatically generated with medium confidence | **GENERIC TOWAGE ASSESSMENT** |
| *For vessels falling outside the Minimum Towage Requirements* | |

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| **Section A – Vessel Details** | | | |
| Name of Vessel: |  | Cargo Type: |  |
| Agent: |  | DWT: |  |
| Length Overall(m): |  | Beam (m): |  |
| Max Draft (m): |  | Air Draft (m): |  |

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| **Section B – Manoeuvring & Towing Equipment** | | | | | | |
| Propeller(s) type |  | | Transverse effect\*: | | |  |
| Dead Slow Ahead Speed (kts) |  | | Min Steering Speed (kts) | | |  |
| Rudder(s) type & position: |  | | | | | |
| Thrusters (no./kW/type): | Bow |  | | Stern |  | |
| SWL of Bitts\*\* (specify tonnes or kN): | |  | | | | |
| Other relevant info: |  | | | | | |

\*Transverse effect LH (left handed) RH (right handed), or Inward or Outward for twin screw vessels. \*\*1 tonne force = 9.9 kN

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| **Section C – Planned Movement** | | | | | |
| Channel: |  | Berth: |  | Side to Quay: |  |

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| **Available tugs within Belfast Harbour – Master may indicate preference** |

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| **David Ferran and Sons** | | |
| Type of Tug | Conventional |  |
| Length (m) | 15.43 |
| Breadth (m) | 5.45 |
| Bollard Pull (t) | 14.8 |

|  |  |  |
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| **Boluda SMS Towage – 2 available** | | |
| Type of Tug | ASD | 1  2 |
| Length (m) | 24.39 |
| Breadth (m) | 9.15 |
| Bollard Pull (t) | 45 or 50 |

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| **Section D – Towage Required (completed by pilot) \* Preliminary method proposed for planning purposes — final method to be agreed during the Master Pilot / Tug Master Exchange. Deselect as necessary.** | | | | | | | | | | | | | | |
| **Inward** Tugs - No. & Pull | >10T |  | >20T |  | | | >25T | | |  | >40T | | |  |
| **Inward planned method of towage \*** | On the line |  | Push-Pull |  | | | Hipped up | | |  | Indirect | | |  |
| **Other method please state:** |  | | | | | | | | | | | | | |
| Comments e.g. tug type, disposition, etc. | If no tugs required state “None” here: | | | | | | | | | | | | | |
| Is outward towage to be separately assessed by inward pilot/Master? YES/NO  If NO, complete below tug requirements: | | | | | | | | | | | |  | | |
| **Outward** Tugs - No. & Pull | >10T |  | >20T |  | | >25T | | | |  | >40T | | |  |
| **Outward planned method of towage \*** | On the line |  | Push-Pull |  | | Hipped up | | | |  | Indirect | | |  |
| **Other method please state:** |  | | | | | | | | | | | | | |
| Comments e.g. tug type, disposition, etc. | If no tugs required state “None” here: | | | | | | | Assessed at/following inward transit (YES/NO) | | | | |  | |
| Assessment valid for average wind speeds up to (kts): | | | | |  | | | | Max gusts (kts) | | |  | | |
| Pilot completing Towage Assessment: | | |  | | | | | | | | | | | |
|  | | |  | | | | | | | | | | | |
| Confirming Harbour Master: | | |  | | | | | | | | | | | |

A graph of a wind turbine

Description automatically generated with medium confidenceig.1 - STC B.V. Wind loading curve