

ABP East Anglia Non - Routine Towage Assessment

Introduction

Following, MAIB recommendations after the Chiefton crew fatality incident and guidance in the PMSC Guide to Good Practice 2013. ABP as a group have decided to implement a Non - Routine Towage procedure, at all their ports.

ABP East Anglia's Marine Department undertook a risk assessment exercise to define what should be regarded as a Non-Routine Towage event.

ABP East Anglia has created a Non-routine Towage assessment procedure and associated forms which are included below.

Non-Routine Towage

ABP East Anglia Marine department regularly deals with a wide variety of towage tasks and it was necessary to define what should be regarded as Non-Routine events.

For the purposes of this assessment procedure the following Towage events have been deemed to be Non-Routine and must comply with the assessment process and control measures.

1. **Dead-Ship Towage** – Any vessel over 50 metres LOA which is lacking propulsion and/or steering systems, whether manned or unmanned.
2. **Lowestoft: Outer Harbour Barges** – Any Barge for any Outer Harbour Berths, which has an LOA over 70 metres and/or a beam over 20 metres.
3. **Lowestoft: Inner Harbour Barges** – Any Barge for Inner Harbour Berths over 50 metres LOA and/or a beam over 16 metres.
4. **Ipswich** – Tug and tows over 50 metres are required to submit the Non Routine towage form. Tug and tows under 50 metres are required to notify ONS of their intended movements, the passage unless authorised by the Harbour Master must be conducted in daylight hours.
5. **Other Floating Objects** – Pipelines, Offshore Structures, Salvaged Debris or any other such tows considered to be Non-Routine by the Duty Pilot, because of their unusual nature.

All towage requests for any of the categories above must be sent on Part 1 of the form below. This must include the information designating a Towing Master with overall responsibility for the safety of the Towed Vessel or Object.

Pilotage Requirements:

Ipswich: length of tow is 50m or more.

Lowestoft: Length of tow over 60m, or 20m when carrying DGs, or 30m when carrying passengers

Length of tow is measured from the bow of the towing vessel to the stern of the vessel being towed.

Return

Completed paperwork is to be returned to:

Ipswich: onsipswich@abports.co.uk

Lowestoft: Lowpilots@abports.co.uk & Lowestoftportcontrol@abports.co.uk

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Part 1 – Non- Routine Towage Request - To Be Completed By Agent –

Date of Intended Passage		Organisation Making Request			
Agency		Contact Number(s)			
Type Of Towage Operation (tick)					
Dead Ship <input type="checkbox"/>	Barge <input type="checkbox"/>	Ballast <input type="checkbox"/>	Barge Loaded <input type="checkbox"/>	Unusual Object <input type="checkbox"/>	
Towage From			To		
Details Of The Towed Vessel/Barge					
Name	LOA	m	Beam	m	Draft m
Brief Description of Tow:					
Is the tow manned? Yes <input type="checkbox"/> No <input type="checkbox"/>					
Are safe boarding arrangements available on each vessel requiring a pilot? Yes <input type="checkbox"/> No <input type="checkbox"/>					
Tow Mooring arrangements:					
Does the Tow have suitable and sufficient mooring lines? Yes <input type="checkbox"/> No <input type="checkbox"/>					
What functioning propulsion/steerage does the tow have?					
Propeller(s) <input type="checkbox"/> Thruster(s) <input type="checkbox"/> Rudder(s) <input type="checkbox"/> None <input type="checkbox"/>					
Sea Tug Details					
Name(s)MV	LOA		Beam	m	Draft
Power/Bollard Pull					
Number of Assisting Tugs Required					
Nominated Tug1 Suitable?	Yes <input type="checkbox"/> No <input type="checkbox"/>				
Nominated Tug1 Crew Certificated	Yes <input type="checkbox"/> No <input type="checkbox"/>				
Nominated Tug2 Suitable?	Yes <input type="checkbox"/> No <input type="checkbox"/>				
Nominated Tug2 Crew Certificated	Yes <input type="checkbox"/> No <input type="checkbox"/>				
Nominated Tug3 Suitable?	Yes <input type="checkbox"/> No <input type="checkbox"/>				
Nominated Tug3 Crew Certificated	Yes <input type="checkbox"/> No <input type="checkbox"/>				
Nominated Tug4 Suitable?	Yes <input type="checkbox"/> No <input type="checkbox"/>				
Nominated Tug4 Crew Certificated	Yes <input type="checkbox"/> No <input type="checkbox"/>				
Towing Arrangement					
As above					
Nominated Person With Overall Responsibility For The Safety Of The Manoeuvre (Towing Master)					
Name	Position				
Organisation/Vessel					
Contact Telephone No(s)					
Signature					

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Part 2 - Hazard Identification - To Be Completed By Statutory Harbour Authority

PROJECT TITLE

Agent's Request Form Received	Yes <input type="checkbox"/>	No <input type="checkbox"/>
Towage Direction	Inwards <input type="checkbox"/>	Outwards <input type="checkbox"/>
Towage From	Quay:	Sea <input type="checkbox"/>
Towage Destination	Quay:	Sea <input type="checkbox"/>
Bridge Transit required?	Yes <input type="checkbox"/>	No <input type="checkbox"/>
Overhanging structures?	Yes <input type="checkbox"/>	No <input type="checkbox"/>
Structures Outside Body of Towed Vessel?	Yes <input type="checkbox"/>	No <input type="checkbox"/>
Towage Arrangements	Wire/Chain Bridle <input type="checkbox"/>	Ropes <input type="checkbox"/> Composite Unit <input type="checkbox"/>
Towing Position	Alongside <input type="checkbox"/>	Astern <input type="checkbox"/> Ahead <input type="checkbox"/>
Pilotage Compulsory?	Yes <input type="checkbox"/>	No <input type="checkbox"/>
Number of Pilot's Recommended		
Sea Tug suitable for Harbour Work?	Yes <input type="checkbox"/>	No <input type="checkbox"/>
Number of Assisting Tugs Required		
Safety Boat Required?	Yes <input type="checkbox"/>	No <input type="checkbox"/>
Number of Crew/Riggers Required		
Crew/Riggers Available?	Yes <input type="checkbox"/>	No <input type="checkbox"/>
Towing Master Required?	Yes <input type="checkbox"/>	No <input type="checkbox"/>
Towing Master Available?	Yes <input type="checkbox"/>	No <input type="checkbox"/>
Passage Plan Agreed with Towing Master	Yes <input type="checkbox"/>	No <input type="checkbox"/>
Towing configuration and duty allocation of tugs agreed	Yes <input type="checkbox"/>	No <input type="checkbox"/>
Comms. Channel Agreed with All Parties	Yes <input type="checkbox"/>	No <input type="checkbox"/>
TBT Meeting Held with Tug Skippers, Riggers and Towing Master?	Yes <input type="checkbox"/>	No <input type="checkbox"/>

Signature

Date

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Part 3 – Approval - To Be Completed By Statutory Harbour Authority

Number of Pilots Required (Manned tows require a pilot)

Boarding At

Disembarking at

Have safe pilot boarding arrangements been verified Yes No

If 'No' give details

Is additional harbour towage required? Yes No

If yes give details

If necessary where will harbour towage be required? From
To

ABP East Anglia Review

Passage plan daylight limitations

Passage plan tidal limitations

Passage plan weather limitations

Passage Plans Agreed Yes No

Towage Contractor's Risk Assessment/Method Statement Agreed/Sighted

Reviewed By Position

Outcome

Approved Additional Action Required

Actions Required

Signature

Date