

TOWAGE GUIDELINES **CATTEWATER HARBOUR, PLYMOUTH**

The need for towage is a matter for the Master to consider in conjunction with advice from the Pilot.

The Harbour Authority can, however, require towage to be taken in any circumstance in the interests of port safety, and operates an active method of assessment that requires positive action on the part of the pilot to allow relaxation of the stated requirement.

(ABP Millbay – please contact ABP Dock Master for requirements)

Cattewater Berths

Towage is compulsory for vessels bound for, or sailing from, the following terminals:-

Pomphlett Jetty vessels > 80 meters loa

Cattedown Wharves – Tanker on berth - vessels > 80 meters loa

Cattedown Wharves – Tanker berth vacant - vessels > 105 meters loa

Victoria Wharves vessels > 105 meter loa

Exemptions can be made once the following influences/factors are taken into consideration:

Environmental influences :

Tidal strength & direction

Under Keel Clearance

Wind Speed

Rainfall (generating fresh water spate in the harbour)

Visibility

Operational factors including :

Ship's port pedigree

Ship dimensions

Proximity of other berthed vessels, including berthed tankers.

Swing required?

Provision & rating of bow thrust

Active steering systems

External intelligence (e.g. MAIB advice, last port reports, etc.)

Pilots should consider these factors before **exempting** a vessel from the stated requirement.

The fact that an **exemption** is deemed appropriate does not forbid the use of towage.

Circumstances may require towage for vessels under the compulsory length to assure safety.

Vessels berthing or sailing in steady winds of 25 knots or more must seek specific approval from the Harbour Master or his deputy.



Capt. Tim Charlesworth
Cattewater Harbour Master

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