Cattewater Harbour
Plymouth

TOWAGE GUIDELINES

Document Approval

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Contents

Introduction

Cattewater Harbour, in complying with the requirements of the Port and Marine Facility Safety Code (PMSC) and the port risk assessment, has identified towage as a suitable control measure to reduce the risk of certain marine operations, including the berthing, unberthing and transit of specified ships through the harbour. As such, Cattewater Harbour requires that a towage provision is available in the port to carry out these operations.

Cattewater Harbour Commissioners (as the statutory harbour authority for the Cattewater, and competent harbour authority for the Port of Plymouth) has developed these guidelines to enhance the safety of towage operations within the Harbour and to provide a framework to enhance communications and teamwork between towage operators, tug masters, pilots, masters and the harbour authority.

These guidelines are to be read in conjunction with port legislation, guidelines and directions produced by the harbour authority.

Tugs being used for this purpose must be “fit for purpose”, well-maintained, appropriately certified and approved by the harbour authority, with crews adequately trained and experienced to complete the tasks they are likely to perform. In addition, Plymouth Pilotage Service pilots must also be trained in the use and limitations of tugs.

Towage Governance and Standards

Towage Governance

The Port and Marine Facility Safety Code, and its associated Guide to Good Practice, requires Statutory Harbour Authorities to develop a method to manage and approve tugs operating within their harbour areas. SHA's must be satisfied that the tugs operating within their jurisdiction can do so safely. Cattewater Harbour satisfies this requirement by carrying out a tug assessment and approval process, outlined below, before towage assets are permitted to operate within the SHA. The tug assessment process does not absolve the tug operator from its responsibility to operate safely and in compliance with industry best practice and relevant rules, regulations and standards.

There are a number of documents which relate to harbour towage, which should be read in conjunction with these towage guidelines:

- The Port and Marine Facility Safety Code 2025.
- The PMSC Guide to Good Practice.
- MCA Workboat Code Edition 3.
- BTA Towage Safety Checklist.
- BTA Guidelines on Safe Harbour Towage Operations.
- UKMPG/BTA Joint Harbour Towage Guidelines.
- International Standard for Marine Pilot Organisations.
- MGN199 – Towage – A Guide to Good Practice.
- MGN592 – Mooring, towing or hauling equipment.
- MGN468 – Voluntary Towage Endorsement Scheme.
- MSN1827 – Categorisation of Waters
- MSN1853 – Boatmasters Qualifications.
- Pilots Pocket Guide and Checklist.

Procedure for Tug Approval and Registration

Tugs operating within Cattewater Harbour must be registered with and approved by CHC before undertaking any towage operation within CHC's limits. CHC may permit a tug that is not registered with CHC to operate within the Port on a single voyage basis if that tug is undertaking a special category movement (for example the tow of a barge from sea to a berth) and it would not be safe nor practical for the tow to be handed over to a registered asset. Irrespective, the tug must meet the same safety standards required for registered tugs.

Listed below are the criteria required to be met for approval for a tug or workboat to be used for ship assistance or barge towage within Cattewater Harbour:

- Tug must be fit for purpose, maintained in a seamanlike manner and coded/be under-class for towing operations. Owners are to supply a vessel specification sheet stating the tug's maximum sustainable bollard pull certified within the last 5 years;
- Details of compliance with a recognised classification society or certifying authority;
- Record of Qualification and Experience of the Master;
- Details of Towage equipment;
- Insurance certificate;
- Suitable Risk Assessment for towage operations.
- Agreement to audit – the towage operator agrees to be subject to audit by a person nominated by CHC if deemed necessary.
- Agreement of the UK Standard Conditions for Towage.

The tug owner should submit this information via the CHC Towage Asset Approval Form, available from the harbour office.

Single screw tugs will not normally be accepted.

Towage Crew Qualifications

Qualifications

Tug operators must ensure that all crew members possess qualifications appropriate to their role and the operations they undertake.

- Tug Masters should hold:
  - A valid STCW Certificate of Competency, or
  - A Boatmaster's Licence (BML) with a towage endorsement, or
  - An appropriately endorsed RYA/MCA Certificate of Competence, and
  - An appropriate seafarers medical certificate, and
  - The minimum required basic safety training (First Aid, Sea Survival).
- Crew members should be trained in emergency procedures, deck safety, and towing operations, and must hold:
  - An appropriate seaferers medical certificate, and
  - The minimum required basic safety training courses.

Experience and Local Knowledge

Operators must ensure tug masters:

- Are competent in the tug type they operate (e.g. ASD, Voith, Twin Screw).
- Know Cattewater Harbour's layout, risks, and berth characteristics.
- Have relevant local and towage experience.

Working Hours

Operators must manage working hours in line with MLC or UK equivalents, ensuring:

- Adequate rest between shifts.
- Fitness for duty.
- Records of work/rest for audit and compliance.

Compulsory Towage in the Port

The need for towage is a matter for the ship's Master to consider in conjunction with advice from the Pilot. When towage is employed, the pilot will, before undertaking the Act of Pilotage, discuss the operation with both the master of the vessel requiring towage assistance and the master and crew of the tug(s) as outlined in this document. That said, Cattewater Harbour, as the Statutory Harbour Authority, can require towage to be taken in any circumstance in the interests of port safety and operates an active assessment method that necessitates positive action from the pilot to permit any relaxation of the stated requirement.

The compulsory towage requirement stated in this document specifies the minimum towage necessary before considering ship-specific and environmental factors. Vessels not meeting these criteria may still be subject to towage requirements, which will be discussed with the Pilots and Harbour Master upon receiving the vessel's pre-arrival form. When allocating towage, Pilots must consider all factors that are relevant to the intended piloted move before determining what towage, in addition to the minimum, might be required, including:

- Tidal strength and direction.
- UKC.
- Wind speed and direction.
- Rainfall (generating freshwater spate in the harbour).
- Visibility
- Ships port pedigree.
- Ships dimensions.
- Proximity of other berthed vessels, including berthed tankers.
- Is a swing required?
- Provision and rating of bot thruster.
- Active steering systems.
- External intelligence (e.g. MAIB, last port reports, Port State history etc.)

Use of Tugs by PEC Holders

Pilot Exemption Certificate Holders are not trained nor assessed in the use of local tugs, therefor PEC holders are not approved to utilise tugs in their manoeuvres.

Should a tug be required, a suitably authorised pilot must be onboard.

Preparing for Towage Operations

Notice Period

Tugs are available in the port 24 hours a day. Depending on the towage provider, the notice period differs, but one CHC towage asset is maintained in the port at 2 hours' notice. Orders for CHC tugs usually come directly from the Pilotage Service, however, can also be made by a shipping agent directly.

Planning and Coordination

A detailed passage plan must be prepared by the pilot (or in cases not relating to pilotage, the master) in advance of the planned movement, taking into account all relevant factors, including: ship size; handling characteristics; the intended berth; tide; wind; and visibility.

For pilotage, this plan is recorded on the CHA's electronic Master Pilot Exchange system (eMPX) which is sent to the ship in advance. Non-pilotage movements, the tug master must complete a passage plan and tow plan on SeaFlux.

The pilot must have a good working knowledge of the type and capabilities of the tugs allocated to the movement, to ensure they are suitable to suit the requirements of the move, can be positioned effectively, and to facilitate their safe operation. Any conflict between the pilots requirements and the allocated tasking of each tug must be resolved before the operation commences, or at the very latest, before the ship reaches the go/no go point. As such, a pilot/tug exchange must be completed in advance.

Responsibility for coordinating an operation involving towage lies with whoever has the conduct of the vessel being towed, be that the Ships Master, Tug Master or Pilot.

Master/Pilot Exchange

Cattewater Harbour, as the competent harbour authority for the Port of Plymouth, utilises an online system for the completion of Master/Pilot Exchanges, followed by a verbal MPX once the pilot has embarked the vessel.

Pre-Arrival Notification and eMPX

Before the pilot completes the eMPX form, the ship's representative (Agent, Master or Owner) is required to complete a pre-arrival notification form (https://plymouthport.org.uk/commercial/pilotage/vesselform/). This form captures all relevant information required by eMPX and allows the pilot to assess vessel suitability; understand key handling characteristics and allocate appropriate towage. Specific to towage, the form provides the pilot with information relating to the operation of machinery and thrusters and the safe working load (SWL) of mooring fittings, and which can and cannot be used for towage.

A copy of the completed eMPX form is submitted by the pilot to the ships master for review, to improve effectiveness of the verbal MPX.

Verbal MPX

Once embarked, as part of the MPX, the pilot should advise the master:

- The tug RV position;
- The number of tugs and the mode of towage;
- The type of tugs to be used and their respective propulsion types, restrictions and bollard pull(s);
- Maximum planned speed for the passage, after considering the type and location of the employed tugs.
- If the tug employs a fixed hook (Prince Rock, Plym Catte), masters must be briefed that their crew are only to let go towing gear upon receiving instruction from the tug crew, and that the gear is lowered back to the tug's deck in a controlled manner;
- The use of appropriately weighted heaving lines;
- Areas of the transit posing particular risks with respect to the possible use of the tug;
- Primary VHF channels for use during the manoeuvre.

Pilot/Tug Exchange

The pilot and tug master must hold a pilot/tug exchange before the towage operation begins, which as a minimum must discuss the following:

- Requirements for the tug, the mode of towage and where applicable the connection point.
- Overview of the manoeuvre, including any swing, release position and any abort points.

- Any unusual items regarding the particular vessel, obtained through the MPX process.
- Any reduction in the tug's ability to manoeuvre or deliver full bollard pull.
- Any concerns from the tug master in relation to performing the requested duties.

The safety of the tug and its crew is the tug master's primary responsibility. If the tug master has concerns as to the pilot's request, they must be discussed in good time with the pilot to find an acceptable solution. If one cannot be found, for example, if a twin-screw tug is being asked to be towed astern, then the manoeuvre should be aborted and suitable towage allocated.

Factors to Consider Onboard Ship

Where a tug is connected via rope, great loads are imposed on the ships mooring bitts, fairleads and other equipment. Sudden failure in any part of the system may cause death or serious injury to personnel, and as such safety precautions must be taken by the ship's crew to reduce this risk to ALARP.

Tug Planned Maintenance and Pre-Departure Checks

Planned maintenance and pre-departure checks form an essential part of a tugs Safety Management System and ensure that all tugs working in the harbour are safe. Tug Owners must be able to demonstrate an effective planned maintenance system is in place before undertaking towage operations, with any defect that may affect the tug's ability to undertake the required task being made known to the pilot before the move commences.

It is the responsibility of the towage operator to set their own planned maintenance system, however, as a minimum, pre-departure checks must include:

- Checks on the main engines, propulsion and steering systems to ensure they are fully operational.
- Checks on any generators required for the safe running of the vessel.
- Checks to ensure all watertight doors and hatches are closed. Such doors and hatches must remain closed while at sea.
- Inspection of the towing gear to be used, including securing points, winches, gog lines, ropes, pennants and shackles as appropriate. If using a fixed tow hook, the quick-release mechanism must be tested before each towage operation, which must be documented in the logbook.
- Tugs using a fixed gog line must ensure it is secured to a suitable strong point in such a way as to prevent the line from rendering under load.

The Towage Operation

Types of Operation

There are a variety of towage operations that are undertaken within the port, although some of which only apply to CHC assets.

Standby – Immediate Readiness
The tug is fully crewed with engines running, lines singled up, and ready for an immediate departure from the berth if required. The tug should be monitoring VHF 14 and 50 during this time.

Escort
This means the tug remains close to the vessel, positioned as directed by the pilot, ready to push the vessel where required as directed by the Master or the Pilot.

Push/Pull
A push/pull operation means that the tug is connected to the assisted vessel by a tow line and remains near the vessel. This enables the tug to push the vessel, but then also check and control the vessel by pulling back on the tow line.

Towing / Off the Hook
Towing means that the tug is connected to the assisted vessel by a tow line made fast to a suitable set of bitts (usually centre lead forward or aft). The tow line is connected to the tug by a towing hook, winch or secured to the towing bitts.

Towing as a Brake
Where a tug is connected to the assisted vessel by a towline secured centre lead aft, to allow the ship to drive against the tug, where the tug acts as a brake.
Twin screw assets must not be used in this configuration if it will result in them being towed astern due to the extremely high risk of girting.

Communications

The pilot will contact tugs on **VHF 14** before switching to a working channel. For normal operations, **VHF 50** will be used as the working channel. NB. As this channel is private and allocated by OFCOM to Cattewater Harbour, for tugs not fitted with this channel, an appropriate ship to ship or port operations working channel will be used instead. If using an alternative channel, the pilot will make this clear when calling on 14.

VHF communication is the primary form of communication when undertaking towage operations and is essential to ensure any manoeuvre is completed safely. It is essential that those onboard the ship, the tug(s), mooring boats and those on the quayside are able to communicate promptly throughout the operation.

Once VHF communications have been established, tested and the relevant exchanges and briefings have been completed by the pilot, transmissions must be kept to a minimum. Mooring personnel must monitor the tug/ship VHF working channel to have a proper appreciation of the progress of the manoeuvre, and so that they are ready to receive mooring instructions from the pilot.

In all communications, clear identification of the parties communicating must be used to prevent misunderstanding. The tug master must be kept appraised of large alterations to course or speed. Pilot instructions to the tug should be clear, and such instructions must be acknowledged by the tug master.

Emergency Communications and VHF Failure Protocol

If VHF fails during towage:

1. Try a backup radio or alternate channel.
2. If no contact:
    - Sound Morse “K” (– ▪ –) on the ship's whistle.
    - Tug and ship should hold position if safe.

Hand signals must be used where VHF is not possible. Standard tug-ship hand signals should be understood by all personnel.

Pilot Instructions to the tug

The pilot will issue commands to the tug that contain both power and direction, such as *"Prince Rock pull back half"* and *"Cannis push on slow."*

The power required will be indicated as vocabulary, as outlined below:

Command	Expected Action
No Weight *or* Slack Line	Tug is holding position, barely touching the side of the ship. Tow rope slack.
Minimum *or* Dead Slow One	One engine is engaged at its lowest power setting. Tow line just tight.
Dead Slow	Both engines are just engaged at idle.
Slow	20% of the available power.
Half	50% of the available power.
Three Quarters	75% of the available power.
Full	100% of the available power.

Twin screw assets may vary the power applied to ensure they can effectively and safely hold their required position. Particularly when on a rope, the ship's headway or sternway has a large impact on the amount of power the tug can effectively deliver. Speed should be kept at a minimum when using twin screw tugs.

Positions will be given in relation to the ship, or describing the required movement, for example, "*Cannis take the stern to starboard dead slow"*.

Tug Manoeuvring Risks and Interaction Effects

Hydrodynamic Interaction
Tugs near a ship's bow or quarter can experience suction or pressure changes. Use steady speeds and avoid sudden helm or throttle movements.

Girting and Capsizing
To prevent girting of twin screw tugs:

- Never tow from the beam.
- Use a gog rope to shift the towing point aft.
- Abort if tug is being overtaken or dragged sideways.

Twin-screw tugs must not be towed astern.

Special Category Movements

Due to the diverse nature of port operations, it is recognised that these guidelines will not encompass every possible movement or operation required. This may be attributed to the vessel's size, shape, condition, latent defects, or other factors that classify the vessel as a "special category movement". This includes vessels arriving with safety-critical defects, poor ship-handling characteristics, or dead ships needing to be moved as a 'cold move'.

For such movements whereby the movement of such a vessel falls outside the standard scope of the Pilotage Standard Operating Procedures and these Towage Guidelines, the duty pilot and harbour master should discuss the move whilst reviewing the vessel pre-arrival information form to determine:

a) Whether the ship is safe to enter port, once appropriate control measures have been implemented.
b) The required towage assets to complete the move, and their availability.
c) Any environmental limits required to complete the move (wind speed or direction, tidal flow, or daylight hours).
d) Any additional pilots required to support the duty pilot.
e) If an exclusion zone is required to ensure the successful execution of the move.

Once discussed and agreed upon, the harbour master or their representative must record the outcome and any additional control measures on the "PPS - Special Category Movement Form", available on SeaFlux. Once complete, the pilot must then complete the eMPX form as normal.

Tug and Tow's

While this document primarily addresses the requirements for ship-assist towage, there are also aspects that must be applied to the movement of tugs and tows in the port. The tug provider must submit a towage operation pre-arrival form through the harbour's website for approval. After receiving this form, the harbour master or their representative will give additional instructions to the tug master.

The tug master has overall control for the safety of the tug and tow and must ensure they fully appraise and document the operation before entering the port.

Towing Equipment

Towing equipment, including ropes, winches, hooks and gog lunes should be inspected regularly, including any emergency releases. All towing equipment must be suitable for the required task, certificated and appropriately specified for the tug.
Certificates should be provided to Cattewater Harbour Commissioners if specifically requested.

All tugs must be equipped with an AIS transponder and current electronic or paper charts for the port area.

Engineering Considerations – Load Safety and Towline Force

Effective towage requires close attention to towline forces and the capacity of shipboard fittings. This section outlines key factors influencing towline tension and offers practical guidance to tug crews, pilots, and ship personnel.

Safe Working Load (SWL) of Ship Fittings

All fittings used for towing — including bollards, bitts, chocks, and fairleads — must have a marked Safe Working Load (SWL).

- Tug pull should never exceed the SWL of the ship's connection points.
- SWL information must be confirmed during the Master/Pilot Exchange.
- Where unavailable or questionable, reduce power and reassess fitting suitability.

Towline Angle and Tension Multipliers

Towline angle significantly affects the load on the line. Steeper angles increase tension, even when tug power is constant.

Towline Angle	Tension Multiplier
0° (horizontal)	1.0×
30°	1.2×
45°	1.4×
60°	2.0×
70°	3.0×+

Example: A 30-tonne pull at 60° creates 60 tonnes of tension on the line.

Operational Advice:

- Keep towlines as horizontal as possible.
- Avoid steep lead angles near high-sided vessels or under flared bows.
- Adjust towline length or position to reduce line angle and risk.

Dynamic Forces (Shock Loading)

Dynamic loading occurs due to sudden changes in movement, swell, or line slack coming tight.

These forces can **double or triple** the actual tension momentarily. To mitigate:

- Avoid abrupt changes in engine or rudder.

- Use towing gear with shock mitigation, such as 'stretchers'.
- Maintain light tension to avoid snatching or shock loading.

Towline Length and Reaction Time

- **Short lines** give better control but less shock absorption.
- **Long lines** reduce strain but require more sea room and coordination.

Balance line length with speed, sea conditions, and vessel type. In swell, extra length helps prevent snatch loads.

Summary of Good Practice

- Always verify SWL and match to tug power.
- Minimise towline angles to reduce tension.
- Use steady manoeuvres to limit dynamic loads.
- Adjust towline length to suit conditions.
- Maintain open communication between ship, pilot, and tug.

PPE for Tug Crews

Each towage operator should have specified PPE required for crews undertaking towage operations, however crews should always:

- Wear an approved automatic lifejacket, a hard hat and safety footwear.
- For code boats, one crew member working on the open deck should wear a PLB.
- Ensure the working deck is safe and free from tripping hazards.
- Remain vigilant to the movement of the tug and the ship.

Connecting and Disconnecting Tug Lines

Connecting

Before arriving at the tug connecting point, the pilot or master should establish communications with the tug(s) and agree the working channel. The vessels speed should be reduced to that which allows save RV and connection with the tug(s). The required speed should be agreed in advance as part of the pilot/tug exchange.

Before commencing the tow, the tug master must determine which towing gear is suitable for the operation and instruct the crew accordingly.

Tug crew must be aware of the dangers of weighted heaving lines. PPE must be worn at all times when on the open deck. Once the heaving line is secured to the tugs ropes, the crew must ensure that the equipment remains clear of any obstructions both on the ship or the

tug. It must be released from the tug in a controlled manner. The ship must not test or operate the thruster controls when tugs are working in these positions to connect up. The tug master may request deck lights are reduced whilst making their approach or during the towage operation.

- The pilot or master should maintain radio contact with the tug throughout the process.
- They should be ready to revise the intended tug position if the tug mater reports any restrictions at the chosen position (flared bow, overhanging anchor etc). Any changes to the plan must be communicated to all involved. In the case of a special category move, time must be taken to hold the ship and discuss the impact of these changes with all parties including the harbour master.
- The pilot should always advise the tug master before making headway on the vessel, allowing the tug to move to a suitable position for towing whilst making way. The positioning of tugs on a vessel is a matter for discussion between the pilot/master and tug master(s), having full regard for the areas of hull which should be avoided. This should all be covered by the MPX and pilot/tug master exchange processes.
- If the tugs are made fast alongside or pushing, they are at their most effective with minimal ship speed through the water.

Disconnecting

During disconnection, both the assisted vessel and tug crews on deck should be aware of the risk to injury if the towing equipment is released from the tow in an uncontrolled manner and avoid standing directly below or in line with such equipment. They should also be aware that any towing gear which has been released and is still outboard may foul on the tug's propellers, steelwork or fendering, causing it to come tight unexpectedly. The towline must **always be lowered onto the deck**, never just left to run.

Use of a Gog Rope

A suitable gog rope or wire should be used where it is identified that, due to the position of the tug in assisting the tow or the nature of the operation, the tow line is likely to reach an angle that could result in a girting situation.

There are various methods of using and securing a gog rope:

- Winch – the winch must be equipped with a brake capable of holding the expected level of force that could be exerted on a go line if needed, along with a suitable safety margin. The winch assembly must be inspected and certified, in addition to the rope itself.
- Secured to bitts or a bollard – when a gog line is attached to a mooring point or bollard, it should be arranged in a way that prevents it from rendering under load. The bollard must be appropriately rated to handle such a load.

Speed

High speed plays a crucial role in many towage accidents. Most ship towage manoeuvres should be executed with minimal speed of the ship, exercising caution when using engines or thrusters while tugs are operating. The aft tug will be influenced by wash, and all tugs will be impacted by changes in speed. The pilot or master must inform the tug master(s) when changing speed or course. Speeds for connection and disconnection must be discussed as part of the pilot/tug exchange.

As a general rule, the faster a ship is moving, the less impact a tug will have. Therefor, ship assist towage operations should be undertaken at the slowest speed in order to give the tug(s) more control.

Towage in Restricted Visibility or Adverse Weather

Visibility Limits

Towage should be avoided in visibility < 0.5NM. If unavoidable:

- Use enhanced communication
- Confirm tug readiness for a limited-visibility operation
- VTS may suspend moves.

Adverse Weather

During high winds or swell:

- Tug requirements may increase, as determined by pilot, master or harbour master.
- Extra control measures may be implemented.
- The Harbour Master may require tugs to be placed on berth standby during strong wind events.

Towage in an Emergency

The Port and Marine Facility Safety Code requires that any towage which is not routine must be subject to a specific risk assessment and approval. In real terms, this means following the harbours Special Category Movement process. It is essential that all operations are performed safely, irrespective of the scenario (routine or emergency).

Commercial Towage excluding Ship Assist Movements

Further to the requirements of paragraph 38 of the Dockyard Port of Plymouth Order 2020, any vessel planning to conduct a towage operation within the Cattewater SHA must inform the harbour authority to request approval in advance of the planned operation. Whilst these guidelines predominantly cover towage movements involving commercial shipping, providers of other types of towage services within the port (for example barge movements, yacht tows) must proportionately comply with these guidelines.

Towage of vessels in an emergency by an approved search and rescue organisation do not have to comply fully with these guidelines, providing they are following agreed local operating procedures, and port entry permission has been granted by a member of the harbour management team.

Annex 1 – Compulsory Towage Matrix

The below matrix states the minimum compulsory towage required based on certain criteria. Unless otherwise stated or determined, the compulsory towage is one twin screw tug.

Criteria	Compulsory Towage
Ships arriving at or sailing from **Corporation Wharf**	• Arriving vessels when turning is required, and for departing vessels when 'head up' and a turn is required. • Voith or ASD as a minimum for *Cemgulf* arrival, with a second tug when deemed necessary by the Pilot.
Ships arriving at or sailing from **Cattedown Wharf East**	• Tanker on Berth – Vessels >80m LOA when passing a tanker. • Tanker berth vacant – vessels >105m LOA.
Ships arriving at or sailing from **Cattedown Wharf West (Tanker Berth)**	• All tankers inbound and outbound regardless of length.
Ships arriving at or sailing from **Victoria Wharf**	• Vessels >105m LOA.
Any movement of a non-self propelled barge or platform	• 2 Tugs, one of which should be supplied from an approved supplier under these guidelines.
Special Category Movement	• Exact towage subject to risk assessment and completion of Special Category Movement Form.

Annex 2 – Approved Towage Assets available within the Port of Plymouth for Ship Assist Operations

The below list represents the towage assets that are locally available within the Port of Plymouth (strictly subject to availability). These assets are pre-approved to operate within the port in support of pilotage movements. Assets not listed here must be assessed against the Tug Acceptance Procedure.

Asset	Type	Bollard Pull	Supplier
Prince Rock	Twin Screw	17.2T	CHC
Plym Catte	Twin Screw + B/T	4.7T	CHC
Amy Jane	Twin Screw	10T	Ports and Coastal Marine Services
Cannis	Voith	32T	Fowey Harbour Commissioners
Morgawr	Voith	23T	Fowey Harbour Commissioners
SD Deborah SD Eileen	ASD	21.5T	Serco Denholm
SD Forceful SD Powerful SD Careful SD Adept SD Faithful	TUTT	26T	Serco Denholm
SD Hercules	Twin Screw + B/T	TBA	Serco Denholm